

Posted: Friday, January 18, 2013

NOTICE AND CALL OF A SECOND REGULAR MEETING OF THE TRINIDAD CITY COUNCIL

The Trinidad City Council will hold a Second Monthly Meeting on
WEDNESDAY, JANUARY 23, 2013 at 7:00 PM
in the Town Hall at 409 Trinity Street

CLOSED SESSION BEGINS AT 6:30PM

- I. CALL TO ORDER
- II. PLEDGE OF ALLEGIANCE
- III. CLOSED SESSION
 1. Personnel Issue: Section 54957(b), City Manager Performance Evaluation
- IV. APPROVAL OF AGENDA
- V. COUNCIL MEMBER REPORTS, INCLUDING COMMITTEE ASSIGNMENTS
- VI. ITEMS FROM THE FLOOR
(Three (3) minute limit per Speaker unless Council approves request for extended time.)
- VII. CONSENT AGENDA
There are no Consent Agenda items for this meeting.
- VIII. DISCUSSION/ACTION AGENDA ITEMS
 1. Discussion/Decision regarding Appeal Fee Ordinance 2013-01, LCP Zoning Amendment, and Resolution 2013-02.
 2. Discussion/Decision regarding proposal to place Tsunami Warning Signs in Trinidad.
 3. Presentation/Discussion regarding General Plan Update, Circulation Element, and Noise and Public Safety.
 4. Continued Consideration of Request to Remove Existing Conditions and Place New Conditions on Trinidad Bay Bed and Breakfast.
- IX. ADJOURNMENT



AGENDA ITEM 1

SUPPORTING DOCUMENTATION FOLLOWS WITH: 6 PAGES

1. Discussion/Decision regarding Appeal Fee Ordinance 2013-01, LCP Zoning Amendment, and Resolution 2013-02.

DISCUSSION AGENDA

Date: January 23, 2013

Item: Appeal Fee Ordinance 2013-01 and LCP (Zoning) Amendment

Part 1

The primary purpose of this Zoning Ordinance amendment is to allow the City Council to set fees by resolution for appealing Planning Commission (or City staff) decisions. Currently, §17.72.100 (Appeals) states: *"There shall be no fee for filing an appeal."* (see attached ordinance) This is in contrast to §17.72.120 (Application Fees), which allows the City Council to set application fees, including for variances, conditional use permits, design review, coastal development permits and zoning ordinance amendments, by resolution. In 1990, the City Council adopted a resolution (90-4) establishing an initial \$120 fee for filing an appeal. This was based on §17.72.120, which allows the Council to set fees for various types of applications and other zoning ordinance related actions. However, the City has been informed by Coastal Commission staff that the fee and resolution are invalid due to the language of §17.72.100 quoted above, which is more specific than §17.72.120 regarding appeals, and therefore takes precedence.

Likely, the original rationale for not having an appeal fee was because the Coastal Commission does not charge a fee for appeals, unless they are deemed frivolous. And appeals are allowed to be filed directly with the Coastal Commission, without exhausting local appeal options, among other reasons, if there is a local appeal fee (14 CCR §13573(a)(4)). This means that someone could bypass the City Council and go directly to the Coastal Commission with an appeal. This could avoid some expense and difficult / controversial decisions for the City, but the City Council has expressed a desire to promote local decision-making. However, with no appeal fee, there is a risk of frivolous or malicious appeals. Local Coastal Commission staff informed me that there are places where they do get direct appeals because of the local appeal fee, but that it is not very common in Humboldt County. The Council will have to carefully consider an appropriate appeal fee and resolution at a future public meeting if this amendment is approved.

A secondary purpose of this amendment is to clean up some of the language relating to the filing of an appeal. It is customary to require an appellant to have submitted comments or spoken against the project prior to filing an appeal. This is part of 'exhausting your administrative remedies,' just like you can't bring a lawsuit in court without trying other avenues first. The concern with the existing language is that the burden falls on the City Clerk to prove that comments were made and to determine if there was valid justification for not submitting comments. Therefore the amended language requires that the appellant submit proof of comments or justification for not commenting and puts the burden of determining if those reasons were valid on the appellate body.

Part 2

The purpose of the second part of the amendment (deleting subsections C and D from §17.72.120) is to remove language that exempts government bodies from payment of application fees. As far as I know, this is not standard practice, and most jurisdictions and government agencies charge fees for applications by other agencies. For example, the City had to pay a substantial fee to appeal the Humboldt County Planning Commission decision on the Moss subdivision. The language of this subsection is also fairly broad and could be argued to cover many entities. This could make the City

responsible for significant permit processing costs for projects that do not necessarily benefit the City. The City Council would still have the option of setting a lower fee deposit or other cost-reducing measures for certain types of applicants such as government agencies or non-profits based on subsection A of §17.72.120.

Also, the City Council should have the option to reduce or refund fees at the request of the applicant. Currently though, the language of subsection D could be read to prohibit the Council from waiving or refunding any application fees. However, this is not an unheard of practice in Trinidad. A current example would be the Trinidad Coastal Land Trust's request to refund fees paid for the recent tree removal permit application. Staff has determined that this is a decision that the Council should be able to make on a case-by-case basis rather than having it prohibited in the zoning ordinance.

Process

This Zoning Ordinance amendment was initiated by the City. All zoning amendments must be heard by the Planning Commission. After holding an appropriately noticed public hearing on the proposed amendments, the Planning Commission made a recommendation for approval to the City Council (see below). The amendment requires two readings of the ordinance, at a public hearing. If the City Council approves the ordinance amendment, then an application for an LCP amendment will have to be prepared and submitted to the Coastal Commission for consideration and certification.

Therefore, the changes would not take effect until after the Coastal Commission decision. Also note that the City Council is not being asked to consider whether to set an appeal fee or to decide how much it should be at this time. That will be determined at a future meeting if the amendment is approved and certified by the Coastal Commission.

Planning Commission Action

The Planning Commission unanimously approved (5-0) a motion to recommend the ordinance amendment to the City Council. The motion included a note to the City Council that the proposed changes do not preclude the Council from setting varying application or appeal fees for different types of entities, or from reducing or waiving fees if it can be justified that the application or appeal furthers the public good. In essence, this last part was a suggestion that fees should not be reduced or waived unless a public good can be shown.

Consistency with the Local Coastal Program

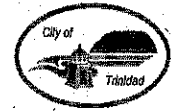
The proposed changes are administrative in nature and will have no physical impacts; the changes will not affect development allowances, restrictions or densities. The amendment will not affect or be affected by policies of the Trinidad General Plan dealing with unstable slopes, seismic hazards, soil characteristics, water resources, biological resources, existing land uses, public services, housing, commercial development, visitor accommodations, recreation, public access or community design.

The proposed changes are consistent with other sections of the certified zoning ordinance. An appeal fee will help cover the costs to the City of processing the appeal. This is consistent with many other jurisdictions, and is also consistent with other sections of the zoning ordinance and municipal code that allow the City Council to set fees for permit applications by resolution. There is nothing in the Coastal Act or associated regulations that would prohibit a local jurisdiction from charging a fee for an appeal. Charging a fee for an appeal should promote responsible citizenship, and will not interfere with due process because of the ability to appeal directly to the Coastal

Commission. Further, the Council would have the option of waiving, reducing or refunding fees for good cause, such as a public benefit.

Proposed Action: Hold the first reading of Ordinance No. 2013-01 and approve for second reading at the regularly scheduled City Council meeting of February 13, 2013.

Attachments: (1) Ordinance No. 2013-01; (2) Resolution 2013-02 Authorizing submittal of an LCP amendment to the Coastal Commission.



RESOLUTION NO. 2013-02

A RESOLUTION OF THE CITY OF TRINIDAD, CALIFORNIA, SUBMITTING A LOCAL COASTAL PROGRAM AMENDMENT TO AMEND SECTIONS OF THE ZONING ORDINANCE RELATING TO THE SETTING OF ZONING APPLICATION AND APPEAL FEES TO THE CALIFORNIA COASTAL COMMISSION FOR CERTIFICATION

WHEREAS, the City of Trinidad City Council has adopted an ordinance amending the Implementation Plan of the Local Coastal Program to alter and clarify language relating to the setting of zoning application and appeal fees; and

WHEREAS, this amendment has been reviewed and processed pursuant to the provisions of the Local Coastal Program and City laws; and

WHEREAS, a the ordinance is Statutorily exempt per CEQA Guidelines §15273(a) for "the establishment, modification, structuring, restructuring, or approval of rates, tolls, fares, or other charges by public agencies..." and per §15265 exempting adoption of coastal plans and programs by local governments.

WHEREAS, after due notice and public hearing, and in accordance with the Local Coastal Program (Trinidad Zoning Ordinance section 7.03), the Planning Commission approved the amendments to the Zoning Ordinance as indicated in Exhibit A on December 19, 2012, and the Trinidad City Council adopted the amendment on February 13, 2013 as recommended by the Planning Commission.

WHEREAS, this amendment is intended to be carried out in a manner in conformity with the Coastal act and the implementing Local Coastal Program; and

WHEREAS, this amendment is consistent with the City's certified Local Coastal Program; and

WHEREAS, this amendment shall take effect immediately upon certification by the California Coastal Commission if approved as submitted. If the California Coastal Commission certifies the amendment subject to conditions that change the nature of the amendment, final approval by the Trinidad City Council shall be required prior to the amendment taking effect; and

NOW THEREFORE BE IT RESOLVED by the City Council of the City of Trinidad as follows:

1. City staff is directed to apply to, and work with, the California Coastal Commission for approval of this Local Coastal Program amendment.

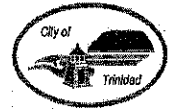
PASSED, APPROVED, AND ADOPTED on this 23rd day of January, 2013 by the following vote:

AYES:
NAYS:
ABSENT:
ABSTAIN:

Attest:

Gabriel Adams
Trinidad City Clerk

Julie Fulkerson
Mayor



ORDINANCE NO. 2013-01

**AN ORDINANCE OF THE CITY OF TRINIDAD
AMENDING SUBSECTION D OF SECTION 17.72.100 AND DELETING SUBSECTIONS C AND D OF
SECTION 17.72.120 OF THE TRINIDAD MUNICIPAL CODE (AMENDING SUBSECTION D OF SECTION
7.14 AND DELETING SUBSECTIONS C AND D OF SECTION 7.16 OF THE COASTAL COMMISSION
CERTIFIED ZONING ORDINANCE).**

The City Council of the City of Trinidad does hereby ordain as follows:

ORDINANCE 2013-XX, SECTION 1:

Subsection 17.72.100.D of the Trinidad Municipal Code (subsection 7.14.D of the Coastal Commission certified Zoning Ordinance) is hereby amended as follows:

Chapter 17.72 Variances, Conditional Use Permits and Design Review

17.72.100 Appeals

D. Filing Requirements. Appeals to the planning commission, hearings officer or city council shall be addressed to the appellate body on a prescribed form and shall state the basis of the appeal. Appeals shall be filed in the office of the city clerk within the appeal period provided in Section 17.72.060 (7.11). There shall be no fee for filing an appeal. Fees for appeals shall be set by resolution of the city council and may be modified from time to time by resolution of the city council. The city clerk shall determine from the records whether the appellant submitted comments on the issue being appealed to each previous appellate body. Only if such comments have been submitted shall an appeal be accepted, unless the appellant can demonstrate that there were valid reasons why he could not attend the hearings or submit written comments. As part of the filing of an appeal, the appellant shall submit proof that they submitted comments, either in writing or verbally, to each previous decision-making body. If such comments were not submitted, the appellant shall demonstrate that there were valid reasons why he/she could not attend the hearings or submit written comments. Failure to do so will result in the appeal being rejected by the appellate body.

ORDINANCE 2013-XX, SECTION 2:

Section 17.72.120 of the Trinidad Municipal Code (section 7.16 of the Coastal Commission certified Zoning Ordinance) is hereby amended as follows:

Chapter 17.72 Variances, Conditional Use Permits and Design Review

17.72.120 Application fees.

A. The city council shall by resolution establish a schedule of fees, charges and expenses for variances, conditional use permits, design review, coastal development permits and amendments to the zoning map and other matters pertaining to this title. The schedule of fees may be changed or modified only by resolution of the city council.

B. Until all applicable fees, charges, and expenses have been paid in full, no action shall be taken on any application, or other matters for which a fee, charge or payment of expense is required by this title or the fee schedule resolution adopted pursuant thereto.

~~C. Any municipal, political or governmental corporation, district body, or agency is exempted from payment of any fee or charge in connection with an application for any variance, conditional use permit, design review, coastal development permit, appeal or zoning title amendment.~~

~~D. No fee, charge or expense shall be refundable except in any case where the planning commission or hearings officer determines and certifies any such fee or portion thereof has been received in error, in which case the amount received in error may be refunded. (Ord. 166 §7.16, 1979)~~

ORDINANCE 2012-02, SECTION 3:

This Ordinance shall take effect upon certification by the Coastal Commission.

PASSED AND ADOPTED by the Planning Commission of the City of Trinidad, State of California on Wednesday, December 19, 2012.

PASSED AND ADOPTED by the City Council of the City of Trinidad, State of California, on **Wednesday, February 12, 2013**, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

First Reading: Wednesday, January 23, 2013

Second Reading: Wednesday, February 13, 2013

Attest:

Gabriel Adams
Trinidad City Clerk

Julie Fulkerson
Mayor



AGENDA ITEM 2

SUPPORTING DOCUMENTATION FOLLOWS WITH: 7 PAGES

2. Discussion/Decision regarding proposal to place Tsunami Warning Signs in Trinidad.

DISCUSSION AGENDA

Date: January 23, 2013

Item: Proposal for placement of tsunami warning signs in various locations

The City has received a proposal to place tsunami warning signs in various locations on both City and Rancheria property. These are the standard warning signs that you have seen in other locations along that coast that state 'leaving' and 'entering' tsunami zone as well as those warning people that they are within a tsunami hazard zone. The signs have been developed by Caltrans in order to standardize them throughout the State. The sign locations, five within City property (two signs at each location), and six sites (eight signs total) on Rancheria property, have been determined through a collaborative effort between the Humboldt County Sherriff's Office of Emergency Services (OES), Trinidad Rancheria, Cal-Trans, HSU and City staff. The project actually originated when Ken Thrailkill was still the Trinidad Police Chief, and he represented the City at local OES meetings. These same signs are being placed all up and down the California Coast, and the signs have been paid for by the State OES.

As described in the materials that I have received, all but two of the locations will utilized existing structures to mount the signs. At the Parker Creek Trail site, an existing post will be replaced with a taller post to accommodate the new signs. And a new pole will be required on Edwards Street, near the intersection with Van Wycke. Each of the sites within City property will have one 'ENTERING TSUNAMI ZONE' sign and one 'LEAVING TSUNAMI ZONE' facing the appropriate direction. Each sign measures 12" x 15" (1.25 sq. ft.) in size. Within the harbor area, on Rancheria property, four of the 'HAZARD ZONE' signs will be 18" x 22" (2.75 sq. ft.) and the other four will be 24" x 24" (4 sq. ft.) in size. Images of the signs are provided on the following page.

The permitting and review of the signs is not straightforward. At least a couple of the proposed signs could be considered exempt from permit requirements. However, some require a Coastal Development Permit, some require Design Review, some require a Use Permit and some require a combination of the preceding. In addition, the signs within the Harbor Area may require a Coastal Development Permit, but because that is an area of deferred certification, the CDP would have to be issued directly through the Coastal Commission. Overall, due to the sensitivity of some of the locations, and the community interest in signs and view issues, the City is proposing to process at least Design Review for all of the signs in order to maximize public input.

Though these are standard public safety signs that will almost exclusively be placed on existing structures, staff anticipates that at least some of them will be controversial. This will add to the staff time and permit processing costs to the City of the proposed signs. However, it is difficult to estimate how much that could be. For comparison purposes, the tsunami siren application resulted in approximately \$1,419 in charges for the City Planner for the first application, and another \$1,242 for the amended request to place the siren on a pole after the ground tests determined the noise levels were too high. The above totals do not include other City expenses, such as for the building official to conduct sound tests. Though not exactly the same situation, they may be comparable due to the fact that it was also a collaboration with the County OES and Trinidad Rancheria involving a public safety structure in a scenic area (though the permitting in the case of the siren was actually more simple).

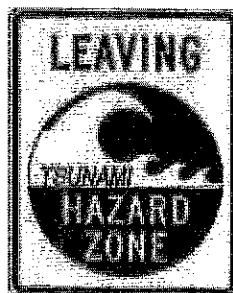
Proposed Action: The intent of this item is not for the Council to pass judgment on these tsunami signs. The proposed action for the Council tonight is to approve the processing of an application that will generate an expense to the City as well as potentially place tsunami warning signs in appropriate locations on City property. If the Council does approve the application, a budget appropriation of \$1,500 is recommended to be established, and then I will work the Rancheria, OES and Public Works staff to prepare the application and bring it to the Planning Commission for review in either February or March.

Attachments: Map and photos of proposed sign locations (5 pages).

Proposed signs on City property:

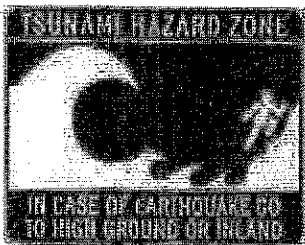


12" x 15"



12" x 15"

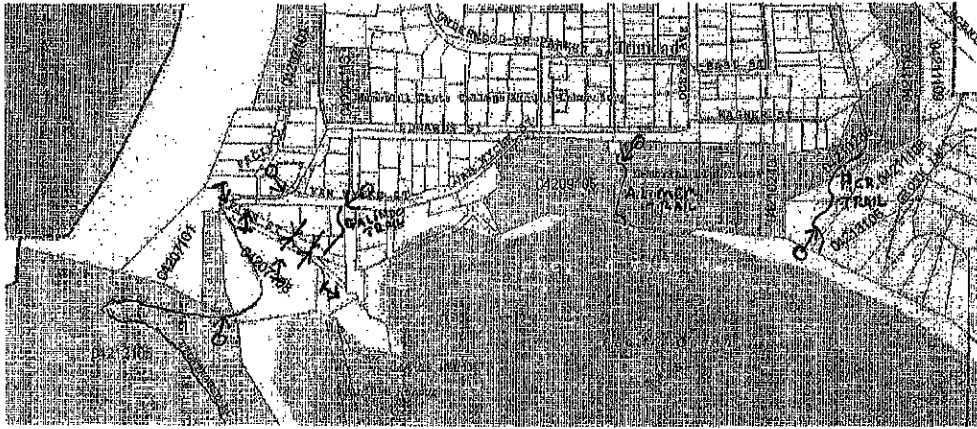
Proposed signs on Rancheria property:



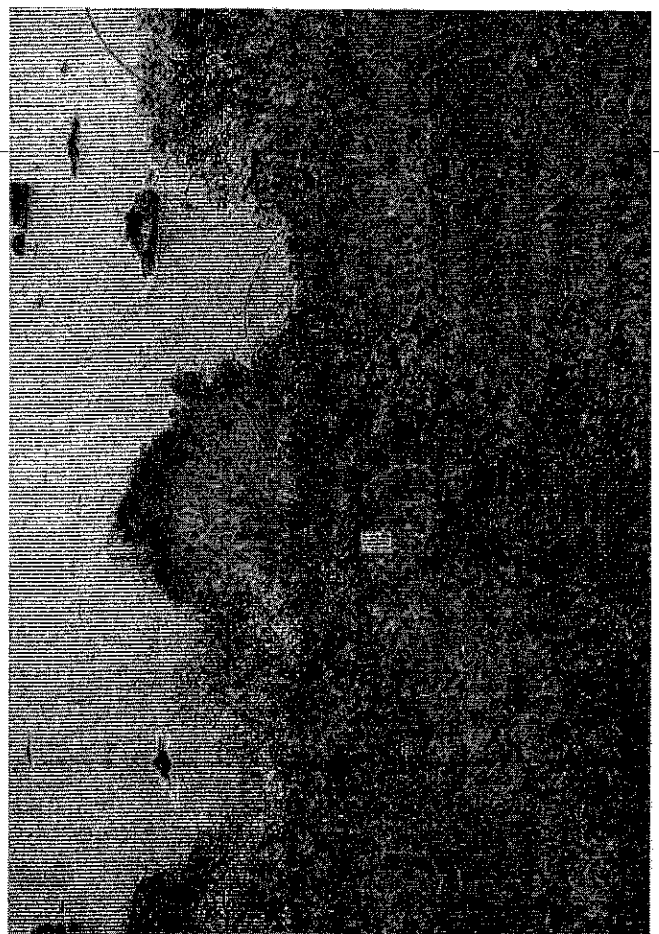
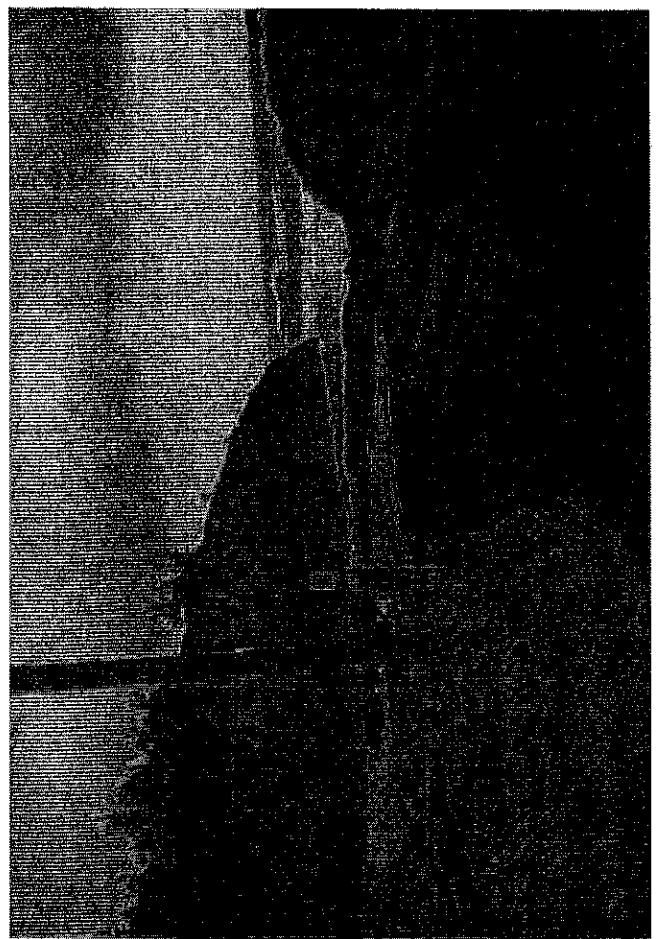
22" x 18"

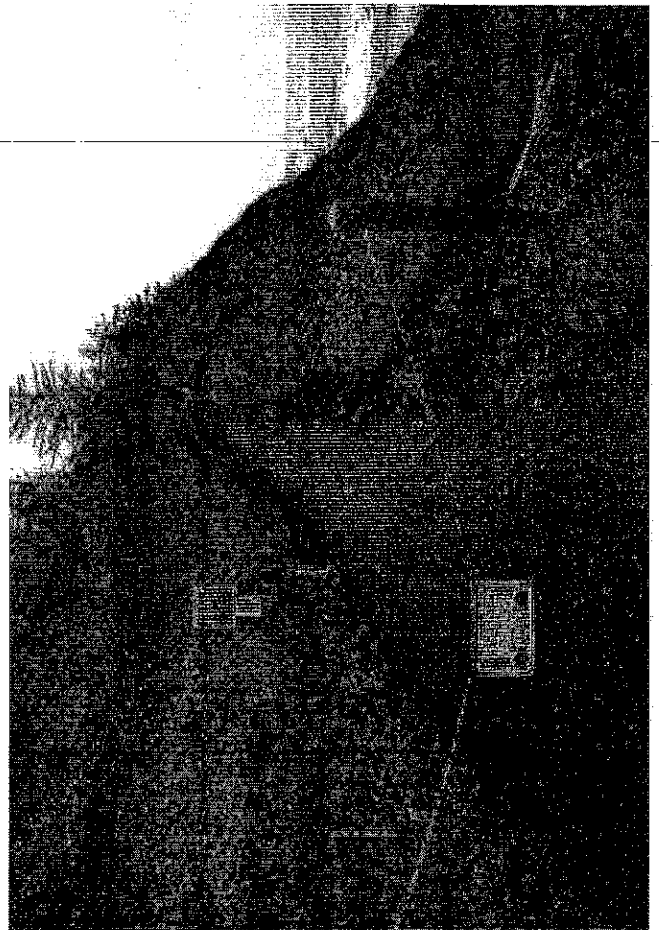


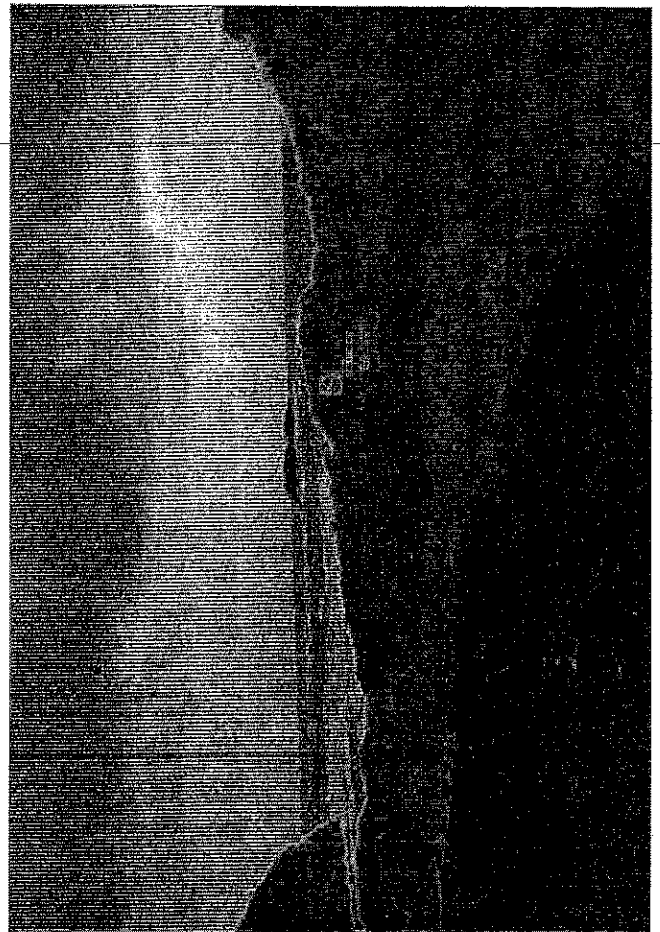
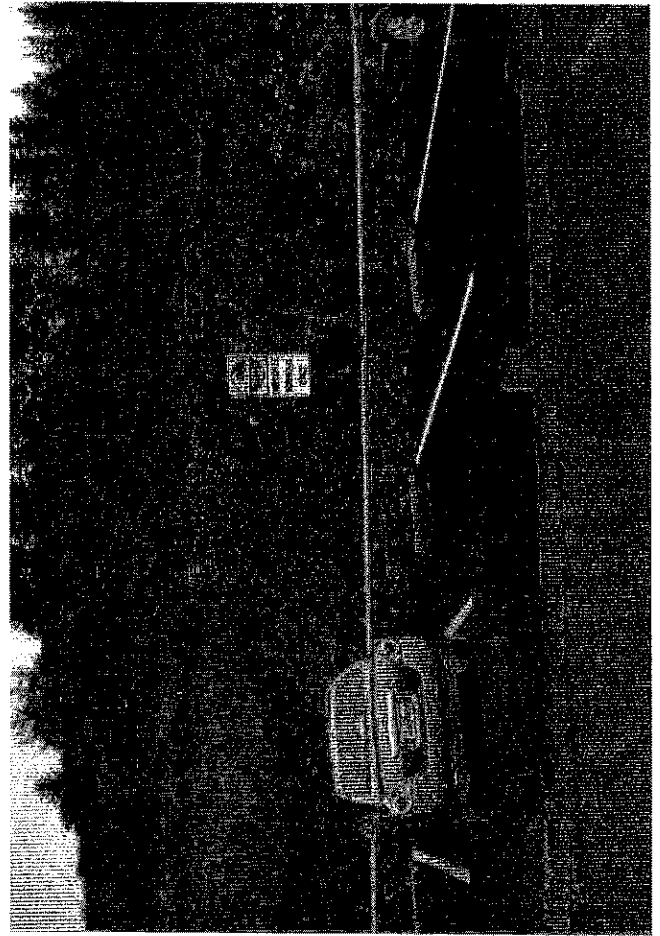
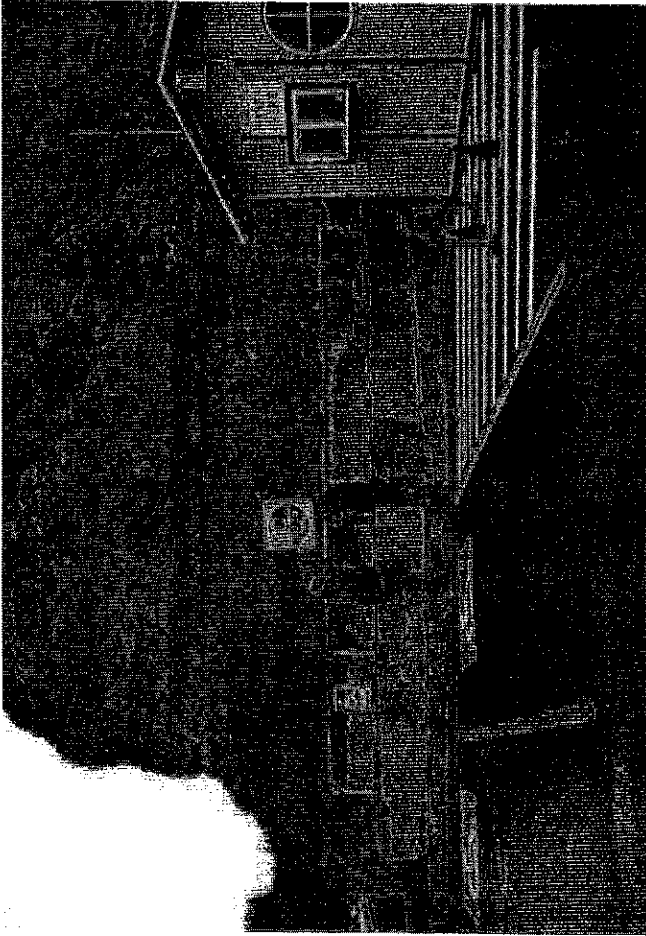
24" x 24"

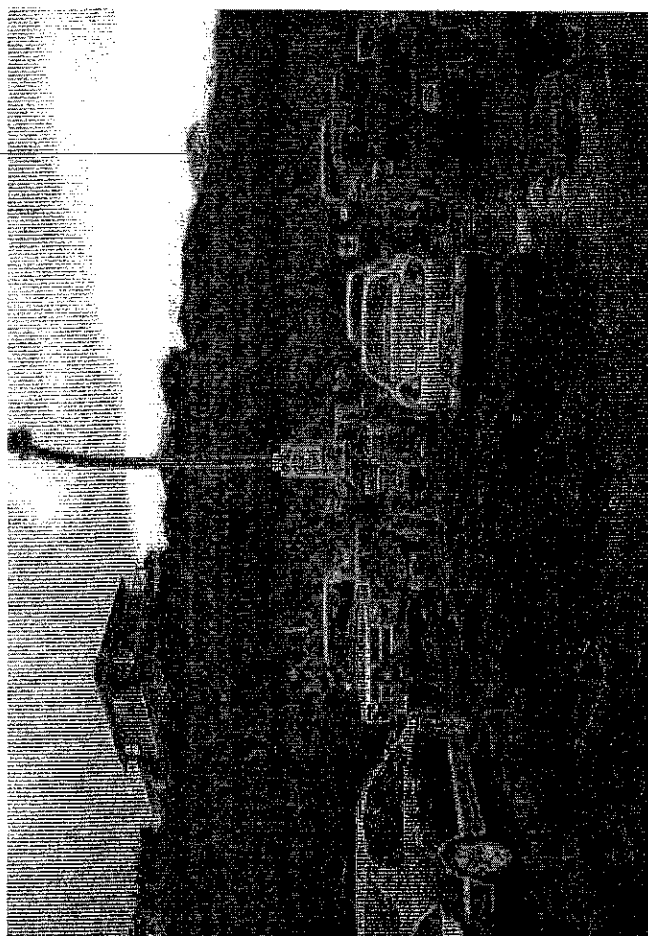
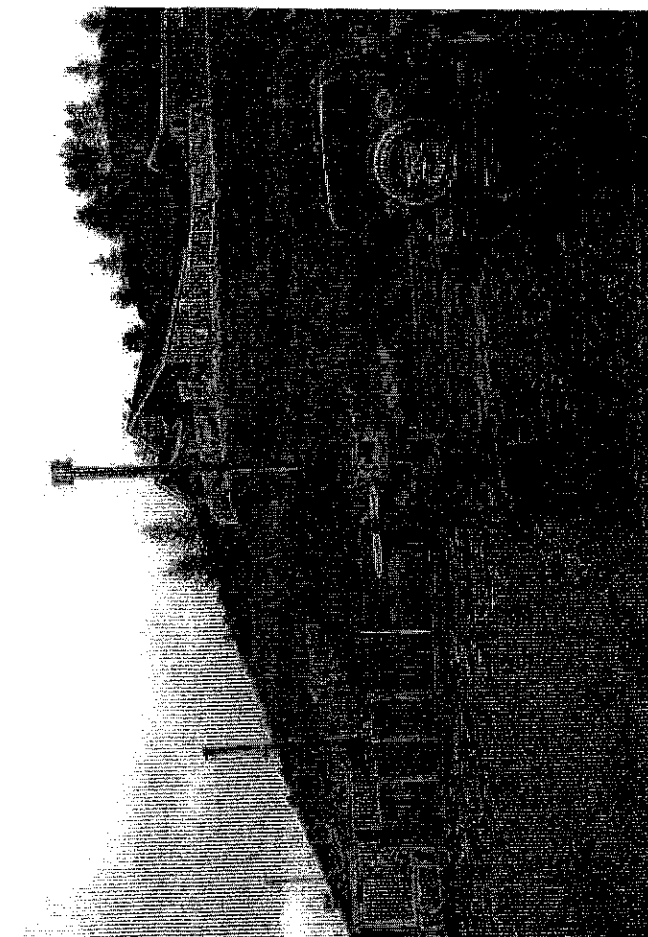
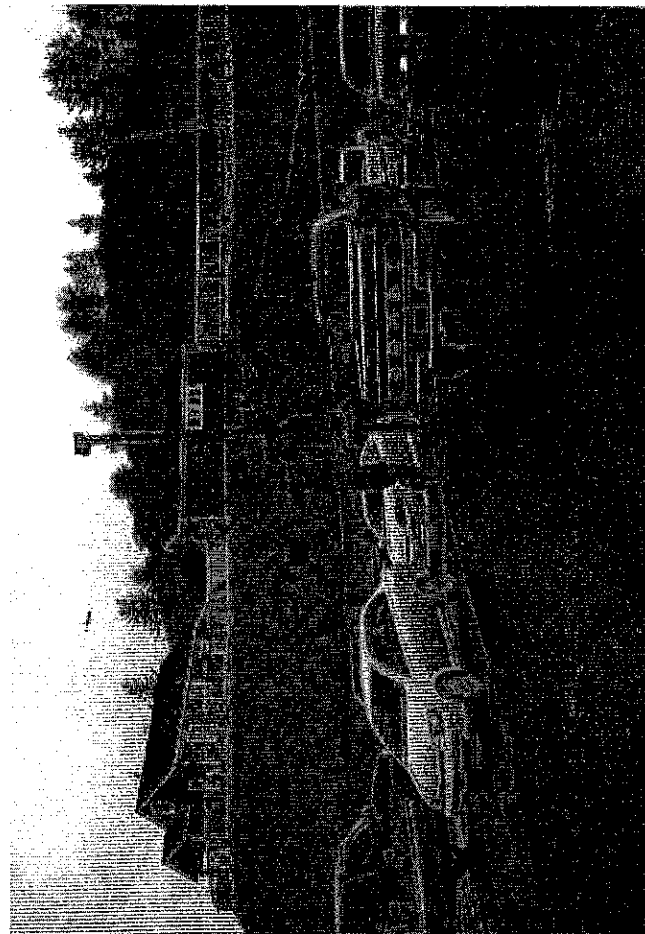


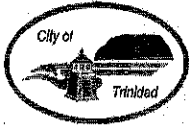
- 12x18" LEAVING / ENTERING
- 18"x 22" HAZARD ZONE
- └→ 24"x24" HAZARD ZONE











AGENDA ITEM 3

SUPPORTING DOCUMENTATION FOLLOWS WITH: 55 PAGES

3. Presentation/Discussion regarding General Plan Update, Circulation Element, and Noise and Public Safety.

DISCUSSION AGENDA

Date: December 12, 2012

Item: General Plan Update: Planning Commission Recommended Circulation Element

The Planning Commission approved the text of the Circulation Element of the General Plan in May 2012 and the figures were finalized in June. The Planning Commission has recommended the current version for consideration by the Council. It has been quite some time since the Council has reviewed any portion of the General Plan. If you would like a refresher, earlier chapters are available on the City's website -- go to planning documents and click on amended general plan, or use the following link: <http://www.trinidad.ca.gov/documents-library/category/21-amended-general-plan.html>. The Introduction chapter of the general plan update is the most informative document, explaining what a general plan is and how it is organized. In addition, the State has a substantial set of Guidelines for creating and updating General Plans, which is also available under the General Plan Update folder on the website. In addition, the introduction of each Chapter provides a brief background.

The following are some excerpts from the CA General Plan Guidelines for Circulation Elements:

"The circulation element is not simply a transportation plan. It is an infrastructure plan addressing the circulation of people, goods, energy, water, sewage, storm drainage, and communications. By statute, the circulation element must correlate directly with the land use element. The circulation element also has direct relationships with the housing, open-space, noise and safety elements."

"The circulation element shall contain objectives, policies, principles, plan proposals, and / or standards for planning the infrastructure to support the circulation of people, goods, energy, water, sewage, storm drainage, and communications. Mandatory circulation element issues as defined in statute include: major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities. Additionally, the statute requires the circulation element be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways. The statute defines "all users of streets, roads, and highways" as "bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors."

"Transportation networks should additionally consider pedestrian, bicycle, and transit routes, which may not always be located on or along streets, roads, and highways. Circulation elements shall also take into consideration the provision of safe and convenient travel that is suitable to the rural, suburban, or urban context of a local jurisdiction's general plan. This could include policies and implementation measures for both retrofitting and developing streets to serve multiple modes and the development of multimodal transportation network design standards based on street types." The circulation element seeks to provide adequate facilities and services which are easily accessible to all of society not simple those who can gain access to a vehicle. All new policies must adhere to the regional air quality and transportation plans.

Proposed Action: Discuss and review the Draft Circulation Element

Attachments: Planning Commission approved Draft Circulation Element with Figures.

CIRCULATION ELEMENT

A. PURPOSE.....	1
B. EXISTING CONDITIONS	2
1. ISSUES OF LOCAL SIGNIFICANCE.....	4
2. RELATIONSHIP TO REGIONAL CIRCULATION PLANS	6
C. TRAFFIC	6
1. PATTERNS.....	6
2. VOLUME.....	7
3. TRUCK TRAFFIC.....	8
4. INTERSECTIONS	8
5. TRAFFIC POLICIES	9
D. PARKING	10
E. PUBLIC TRANSIT.....	12
F. ALTERNATE MODES OF TRANSPORTATION	13
G. ENERGY	15
H. PUBLIC SERVICES.....	18
1. SOLID WASTE, REDUCTION AND RECYCLING	19
2. STORMWATER SYSTEM	21
3. TRANSMISSION AND UTILITY FACILITIES	23
4. WASTEWATER DISPOSAL / ONSITE WASTEWATER TREATMENT SYSTEMS.....	24
5. WATER SERVICE	25

A. PURPOSE

The Circulation Element is a required element of the City's General Plan. Government Code Section 65302(b) states that a circulation element shall consist of: "...the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan." The California General Plan Guidelines describe the circulation element as "an infrastructure plan addressing the circulation of people, goods, energy, water, sewage, storm drainage, and communications."

The State of California General Plan Guidelines require a Circulation Element to address the following issues at a minimum:

- Major thoroughfares
- Transportation Routes
- Terminals
- Other local public utilities and facilities

Public facilities and services are required to be addressed in a General Plan, but is not one of the seven required elements. Instead, these topics are often included in the Land Use or Circulation Element. In this case, public facilities (such as the school and town

hall) are discussed in the Land Use Element and public services, including water, solid waste and utilities are included within this Circulation Element.

Similarly, energy does not require its own element, but is also closely linked with land use and circulation issues and included in this element as Item G. According to the General Plan Guidelines, an Energy Element should address both energy efficiency and energy conservation along with energy generation facilities. Further, more recent regulations require local jurisdictions to do their part to reduce greenhouse gas emissions and include policies for complying with AB 32.

This combined Element provides goals, objectives and policies that will help to control traffic volume and reduce traffic issues in Trinidad; it also provides information and guidance regarding the adequacy, provision and expansion of City's public services. Because the City is generally built-out, the focus of the transportation policies is to maintain a safe environment for vehicle and non-motorized transportation (e.g. pedestrians and bikes) and encourage alternative modes of transportation to help minimize the adverse affects associated with single-occupant, gas-powered cars. The main goal of the energy policies is to reduce greenhouse gas emissions. The focus of the public service policies is to ensure provision of adequate services into the future while conserving natural resources.

B. EXISTING CONDITIONS

Roads and Traffic

Located 15 and 25 miles north of Arcata and Eureka respectively, Trinidad and the surrounding roadway system are comparable to that of many rural communities. Trinidad residents are dependent on a single highway (U.S. Highway 101) for access to major services, employment, and commercial areas. Highway 101 also facilitates visitor access to Trinidad. Scenic Drive and Westhaven Drive provide access to some areas south of the City. Stagecoach Road and Patricks Point Drive provide access to the north. However, Hwy 101 is the only access for traveling more than a few miles north or south, including to the closest towns; this is true for autos, pedestrian and bicycle modes of transportation. There are also no east-west connections, with the Pacific Ocean to the west and private commercial timber land to the east. This condition puts Trinidad and the surrounding communities at risk of being cut off in an emergency that compromises Hwy 101; a tsunami for example could cut off both north and south routes.

In the City, there are approximately 6.27 miles of paved, impermeable roadway. The majority are narrow, local streets, with the exception of Trinity, Main and Edwards Streets that wind through the Planned Development / Mixed Use district and provide access to the Harbor and beaches. These heavily traveled streets should be kept well maintained, and where necessary, paved. It should also be recognized that wider, straighter streets often result in faster traffic speeds, which is an issue of local concern. Most of the roads around the City are minimally improved and inadequate to handle

significantly more development. Some streets have no gutters or sidewalks—this is to preserve the small village character desired by the residents and sought after by visitors. These undeveloped right-of-ways have advantages; there are high absorption and drainage potentials for surface runoff from adjacent paved areas. However, certain locations could be appropriate for traffic calming improvements (such as street intersection bulb-outs) and plantings, should funding become available.

Roadways tend to have a uniform classification system, which is defined below and can be seen on Figure 11.

Highway: A high-speed, limited access roadway serving primarily regional and county-wide travel. California State Department of Transportation (Caltrans) controls the design, operation, and maintenance of highways. Highway 101 provides the primary access into Trinidad.

Arterial: A medium-speed, medium capacity roadway that provides travel and access within the City and access to highways. Trinidad does not have any roads that would be considered arterials.

Primary Collector: A relatively low-speed, street that provides access within and between neighborhoods. Major Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to Arterial streets or the Highway. Main, Trinity and Edwards Streets are the primary collectors in Trinidad.

Secondary Collector: A relatively low-speed street that provides a connection between Arterials and Major Collectors and direct access to parcels. They handle a lower volume of traffic than Major Collectors.

Local Street: A low-speed, low-volume street that provides access to adjacent land. Local streets are designed for trips within neighborhoods and to Collector and Arterial streets, and not to serve through-traffic.

Access Road: A small road, such as a service road, that provides access to a limited area where cars or public are not normally allowed. The roadway on Trinidad Head is an example.

Many roads in the Trinidad area embody the character of this unique coastal area, due to the spectacular views of the ocean that can be seen while driving down these roads. Scenic Dr., Stagecoach Rd., Patrick's Point Dr., and Edwards Street are four such roads that are considered the main scenic routes in the Trinidad Planning Area. Although these routes have not been state or regionally dedicated, they are still scenic and may be locally designated.

Energy, Greenhouse Gasses and Climate Change

The State of California has taken significant steps to combat climate change through legislation. The one most pertinent to local jurisdictions is AB 32, passed in 2006. This Assembly bill instituted a mandatory limit on greenhouse gas (GHG) emissions – reducing emissions in California to 1990 levels by the year 2020, or 25% below

forecasted levels. The bill also directs the California Air Resources Board (CARB) to establish a mandatory reporting system to track and monitor emission levels and requires CARB to develop various compliance options and enforcement mechanisms.

Although a comprehensive emissions inventory and targets have not been completed for Trinidad, a Climate Action plan has been developed to provide measures and recommendations for reducing GHG emissions in Trinidad. Since 1990, transportation has been one of the fastest-growing sources of GHG emissions in CA. It is the largest sector emitting CO₂, the most prevalent GHG, which is especially true in Trinidad, where there is no industry or power generation or other large producers of GHG. In addition, because Trinidad is fairly isolated with few services as well as being a destination community. With few connecting corridors, automobiles are the dominant means of transportation. For this reason, reduction of GHG emissions in Trinidad is closely tied to traffic patterns, and is therefore included within the Circulation Element.

Public Services

The City's provision of public services can affect land use and development patterns in and around the City. Most residents have expressed a desire to maintain Trinidad's small-town, rural character. This indicates that public services should be kept to a minimum that adequately serves the needs of residents, and that encourages limited sustainable growth. Services provided by the City of Trinidad include land use regulation, administrative responsibilities associated with being an incorporated City, operation of the City water system, police protection (currently the City contracts with the Sherriff's Office for police services), street maintenance, cemetery maintenance, and a storm drain system. The City also provides support for the Volunteer Fire Department, the Trinidad Branch of the Humboldt County Library and others. Private companies own the electric, gas, telephone, cellular, and cable services, though they are regulated by the Public Utilities Commission. Public facilities, such as buildings and parks are discussed in the Land Use Element.

Increasing land use conflicts and issues have resulted in a recent increase in the development of additional land use ordinances, including a Views and Vegetation ordinance (2006-02), and OWTS Management Program (Ordinance # 2010-01), a VDU Ordinance (2012-01) and an ADU ordinance (2012-02). Major expenditures of the City have been limited to police protection, improving local streets, updating the water supply system on Luffenholtz Creek, and responding to increased State regulations.

1. Issues of Local Significance

Traffic in the City of Trinidad is unique in that it experiences heavier, peak periods during weekends and during the summer when there are a high number of tourists rather than during traditional commuter peak hours. Many of the visitors travel by car from other areas into Trinidad for fishing and vacation during summer and peak fishing seasons. Though welcome, this influx of people can, at times, place a burden on Trinidad's circulation, car speeds, and parking facilities—particularly on Trinity Street.

Speeding and blind driveway intersections on Edwards Street are current issues of significant concern in town.

Though much of Trinidad's traffic is generated by tourism, which is inherently auto based, Trinidad is small enough that it is generally a very walkable community for both residents and visitors with a few exceptions. One of the areas with the most congestion is at Trinidad Elementary School when parents are dropping off and picking up their children. Special events such as the Fish Festival also cause traffic congestion and parking problems. Sometimes opening days of fishing or crabbing seasons or holiday weekends also cause truck or vehicle congestion, especially in the Harbor area. There is a general consensus that a problem exists with the Freeway entrance/exit area, where seven access ways converge, and not every direction has a stop sign. Solutions that have been discussed include a redesign of the intersection, additional stop signs, and limiting the amount of directional signage.

Parking is an issue that tends to come and go as being perceived a problem. When the sport fishing industry was more prevalent, prior to recent restrictions and shorter seasons, trucks with boat trailers would park all over town, leading to a lack of available parking for residents and other tourists. Currently, parking is not considered a major problem except during special events such as the Fish Festival.

In Trinidad, maintenance of the street system is an ongoing problem. The Pavement Management System Plan (2000) exists to address street management. The document outlines the pavement surface condition of roads in Trinidad, recommends repair actions, gives estimated repair costs, and prioritizes each section. This document, which is to be regularly updated, reflects both the needs and desires of the residents, as well as availability of funding.

Residents also expressed interest in other road and traffic issues in the City, including:

- bicycle and pedestrian safety on Scenic Drive
- coastal trail connections
- pedestrian access around the City entrance, including the freeway underpass and Westhaven drive
- lower and/or shielded or directed street lights in town (to balance public safety and light pollution)
- slowing traffic on Trinity Street and Edwards
- lack of visibility and parking spaces defined for the various users and modes of transportation (e.g. RV's, boat trailers, etc.) along Edwards Street
- public transportation improvement
- a decrease in street signage
- walking tour of Trinidad with benches and trail markers
- support for alternative modes of transportation

An issue that has recently evolved is the potential for an interchange to be built on Hwy 101 south of Trinidad to access Trinidad Rancheria. This will be a large CalTrans project that will include collaboration of the Trinidad Rancheria with the City. An

interchange will not only significantly affect traffic patterns in and around town, but also facilitate development on the Rancheria property, an issue that will also have serious implications to the town of Trinidad.

Another issue that relates to circulation outside City limits is emergency access to the east. Due to factors such as severe winter storms and geologic hazards such as earthquakes, landslides and tsunamis, Trinidad could potentially be cut off from other population centers and services both north and south on Hwy 101. The only available routes to the east are logging roads, and there is interest by residents in obtaining emergency access, and this would require coordination with the Green Diamond Resource Company.

In addition to traffic issues, Trinidad residents express a strong desire to make the community more sustainable long-term. This includes energy efficiency and local self-reliance, such as local, community production of foods.

2. Relationship to Regional Circulation Plans

There are several regional and county planning documents that should be considered when planning for traffic circulation in and around the City. An example of such a document is the Humboldt County General Plan Circulation Element and background document "Moving Goods and People" (2002). This also includes the Humboldt County Association of Governments (HCAOG) regional planning efforts, including: the 2008 Regional Transportation Plan Update; the 2008 Regional Pedestrian Needs Assessment; the 2004 Regional Bicycle Transportation Plan Update (currently being updated); the 2010 Regional Trails Plan and the 2008 Coordinated Public Transit Human Services Transportation Plan. Because of Trinidad's small size, it does not have a large impact on these regional planning efforts. However, Trinidad should continue to participate in HCOAG, and this Circulation Element is consistent with these plans and documents. Future reference to documents referenced by the Circulation Element shall use the current versions or revisions.

C. TRAFFIC

1. Patterns

The traffic-carrying function of Trinidad streets is well established. One main route provides access between the freeway interchange and the boat harbor: Main to Trinity to Edwards Streets. All other city streets primarily provide access to residential lots. The location of existing and planned land use does not require non-residential related traffic on these local streets. As mentioned in a previous section, much of the traffic in Trinidad is generated from outside City limits; residents from the surrounding areas depend on Trinidad shops and the elementary school. A significant portion of tourists and visitors also enter the City for its many scenic and coastal resources.

Hwy 101 is the only paved route that connects Trinidad with towns to the north or south, which limits alternative transportation options. A coastal trail exists, but it currently requires crossing a river and traveling by beach. This alternative transportation limitation is particularly a problem since most residents are either older and retired or work, commuting south to McKinleyville, Arcata or Eureka. According to the 2000 Census (this data is not yet available for the 2010 Census), 66.5% of Trinidad residents drove alone to work, 6.7% carpooled with one other person, 1.2% (or 2 people) used public transportation, 8.5% walked to work, and 17.1 worked from home. Among those who commuted to work, most left between 7:30am-7:59am. Seventeen and a half percent of people took less than 10 minutes to get to work, but almost 30% drove for 30 to 34 minutes, which likely means driving to Eureka. Reducing these vehicle miles traveled would reduce energy consumption and thus, reduce greenhouse gas emissions.

Scenic Drive, Stagecoach Road, Patrick's Point Drive north of the intersection with Stagecoach Road, and Edwards Street are the four scenic and heavily-used roads in the planning area. These roads, with the exception of Edwards Street, are still used by the local Trinidad Elementary School bus, even with school bus route cutbacks. The current route extends as far north as the intersection of Patricks Point and Westgate Drives and goes as far south to the Crannel Road exit on Hwy 101.

2. Volume

Traffic counts on Highway 101 at the Trinidad exit are recorded by CalTrans and posted on their website (<http://traffic-counts.dot.ca.gov/index.htm>). South of the Trinidad exit the current average daily traffic (ADT) count is approximately 8,800 and on the north side of the Trinidad exit, ADT is 5,100. Streamline Planning Consultants recorded traffic counts in 2009 for major city streets in Trinidad (in ADT):

- Edwards St: ~1,290
- Main St: ~3,170
- Trinity St: ~2,500

Stagecoach Road, Patrick's Point Drive, the east side of Frontage Road, Westhaven Drive, Fox Farm Road, Trinidad Scenic Drive and other county roads are secondary collectors that provide access into the City from the surrounding County areas. These take the pressure off the major roads. Traffic counts were recorded by Streamline Planning Consultants in 2009 for county roads in the Trinidad area (in ADT):

- Westhaven Dr.: ~865
- Scenic Dr.: ~870
- Patrick's Pt. Dr.: ~1,600

The Humboldt County Pedestrian Needs Assessment (2008) revealed five main trip generators in the City: (1) the Shopping Center which currently houses the major shopping market, Post Office and other service industries; (2) the elementary school;

(3) public beaches, Trinidad Head and coastal trail system; (4) Trinidad Pier and Harbor; and (5) the RV Park.

Streamline Planning Consultants, contract City Planners, analyzed traffic counts performed by the County of Humboldt and Streamline Planning Consultants from May 27, 2010 to July 5, 2010. The vehicle volumes provide information regarding direction and volume of traffic, peak hours, and average daily traffic during the early summer. Although the data does not provide an entire year's worth of information, summer traffic scenarios, trends, and conditions can be speculated. One traffic counter was located at the entrance to Trinidad and the other, on Edwards Street, southwest of Van Wycke Street. This portion of Edwards Street provides only vehicular access to the harbor, beach and Trinidad Head.

At the entrance to Trinidad, peak vehicle trips going east or west ranged from 240 to 348 per hour during the peak hours. The peak hours varied, but noon or 4pm were the most frequent peak times during the week, possibly corresponding with the lunch hour and tourist activity. Peak traffic during the weekends occurred most frequently at 1pm with a traffic average of 332 vehicle trips per hour. Total vehicle trips for the entire data collection period averaged 3,392 per day.

The harbor and beach are important access to Trinidad Bay for fishermen. The only other large boat launches with ocean access can be found 23 miles south in Eureka or 60 miles north in Crescent City. Traffic data was collected from May 27, 2010 to July 5, 2010 to capture the salmon sport-fishing season. During that time period, the most harbor traffic occurred over the weekend of May 29-30, the opening weekend of salmon season; there were over 2,000 vehicle trips per day. The majority of cars were passenger cars; pick-up trucks were the second most prevalent vehicle.

3. Truck Traffic

Currently, Trinidad does not have defined truck routes, although through-truck traffic naturally uses Main Street. There are a few truck traffic problems, mainly centered on Edwards Street. Truck noise, hours, speed, and lack of traffic calming structures are the major complaints. It can be presumed that much of the truck traffic crossing through town is serving businesses such in the Harbor area, and along Trinity and Main Streets, particularly for the shopping center. Excluding traffic counts, traffic destination studies have not been performed.

4. Intersections

As noted earlier, the intersection at the entrance of town has been identified as a problem for all users, including vehicles and pedestrians due to the number of accessways that converge here and the fact that not all of them have stop signs. There have also been issues noted with the intersection of Main, Stagecoach and Trinity, and Trinity and Edwards Streets, mainly due to speeding vehicles. Program CIRC-4.1.1

encourages the use of traffic-calming measures to provide safer pedestrian and bicycle access and consequently, increased vehicular safety as the result of slower speeds.

Several intersections were also analyzed in the Trinidad Walkability Study. Overall, because of its small size, most areas of Trinidad are accessible on foot. However, there are still some existing limitations. Again, the main entrance intersection was the one with the most problems. In addition, there are areas of low connectivity that make it difficult for pedestrians to get from one place to another. Solutions may include establishing walkways, traffic-calming measures, and additional trails and connectors, especially through residential areas. Installing benches on trails for respite may increase trail use as a viable alternative for avoiding exposure to dangerous intersections. Intersections will also be impacted if and when large-scale development, such as that on Trinidad Rancheria, or large subdivisions come to fruition. Impact studies should be seriously taken into consideration and modifications made to intersections to protect public safety, if necessary.

5. Traffic Policies

Goal CIRC-1: Provide and maintain a traffic-flow design of the City for the efficient transport of goods, control of congestion, and preservation of the characteristics and small-town atmosphere of the City.

CIRC-1.1 Maintain the current street configurations. Maintain or reduce current paving or undeveloped right-of-ways and widths of streets with the exception of Main, Trinity and Edwards Streets. This will maintain safe speeds compatible with pedestrian safety and circulation and preserve the residential character of Trinidad.

CIRC-1.2 Construct all road maintenance and improvements in accordance with a Pavement Management System Plan and the standards established by the City Engineer. This should be updated annually or as needed to ensure roadway improvements are designed to improve circulation in Trinidad and to meet the projected travel demands.

CIRC-1.3 Any land use that generates significant amounts of auto or truck traffic should have direct access to Trinidad's main route via Main, Trinity, and Edwards Streets, which connect Highway 101 to the Harbor.

CIRC-1.4 Any new or existing lot in the City intended for a new residential occupancy shall have at least 25 feet of frontage on a publicly dedicated road. On lots, when a private right-of-way serves as access to more than one dwelling, the right-of-way should be at least 25 feet wide and shall be offered to be dedicated to the public. Gated communities that restrict public access shall not be allowed within City limits.

CIRC-1.5 Private right-of-ways serving as access to more than one dwelling shall not be allowed to restrict public access by placement of a gate or other obstacles.

CIRC-1.6. Pursue funding to study and construct an appropriate traffic control option at the Trinidad/Highway 101 Intersection.

CIRC-1.7 Participate in the review process for any future proposal for a new Hwy 101 interchange. Request that CalTrans keep the City informed of any proposals and provide pertinent background information and studies.

CIRC-1.8 Encourage the Trinidad Rancheria to coordinate with the City, particularly by keeping the City informed of upcoming projects, providing pertinent background information and studies related to such projects and allowing the City to provide input on development proposals.

CIRC-1.9 Work with Green Diamond Resource Company, or the current owner of the timberland to the east of the City, to provide access to residents to logging roads as an alternative route to Hwy 101 in the case of an emergency that compromises Hwy 101.

CIRC-1.10 Decrease individual reliance on vehicles by participating in regional programs and otherwise encourage the reduction of vehicle miles traveled in order to reduce greenhouse gas emissions and energy consumption.

Program CIRC-1.10.1: Promote Car Pool or Ridesharing programs through outreach and education

D. PARKING

Parking in Trinidad is provided both by on-street parking as well as off-street parking for residences and commercial areas. Handicapped parking is also available for visitors and residents. Commercial establishments require parking for both employees and customers.

As of 2011, 85 on-street parking spaces exist in Trinidad in the Mixed Use / Commercial zone which includes two handicapped and three 20-minute limit spaces (see Figure 11). Off-street parking includes parking spaces, aisles, access drives and landscaped areas. Generally 2 off-street parking spaces are required for residences within City limits. The number of spaces required for businesses are based on square footage. The Planned Development zone (now MU) along Main, Trinity, and Edwards Streets includes a mix of parking requirements depending on the mix of uses. Currently a parking-in-lieu fee is also allowed in this zone by the zoning ordinance if parking requirements can not be met; however, this system has been controversial.

The City Council occasionally appoints a Parking Committee to assess parking sufficiency. Recommendations from the Ad Hoc Parking Committee (14 October 1999) address parking issues in and near properties zoned PD (since revised to MU). Though

no “parking crisis” was found and any minor problems can be resolved by signage or ordinance revisions, the following recommendations were made:

- An alternative to parking, such as a payment of in-lieu fees, should continue to be an option;
- Parking spaces are also needed for other types of vehicle storage, such as boats and recreational vehicles;
- More visitor parking is needed—especially near public access points, such as along Edwards Street between Van Wycke Street and the Memorial Lighthouse. Time limits, such as designating a 2-hour parking limit along the south side of Edward Street. Impacts to adjacent residential areas should be considered;
- Street improvements on the East side of Hector Street should be required to provide additional public parking when the land is developed; and,

Parking spaces result in an increase of impermeable surfaces within the city and increased surface runoff. Sometimes they conflict with septic system area requirements and slope stabilization.

Goal CIRC-2: Develop adequate parking to meet the reasonable needs of all building and land users while retaining the City’s characteristics and without establishing regulations that unnecessarily encourage automobile usage

Parking Policies

CIRC-2.1 Insure that sufficient parking facilities are provided for all land uses by requiring new developments to provide parking to meet their needs on-site or within close proximity to their sites.

Program CIRC-2.1.1: Conduct circulation and parking studies as needed to stay abreast of potential new opportunities and problems

CIRC-2.2 In-operable vehicles and other storage should not be allowed in required off-street parking spaces.

CIRC-2.3 Public parking areas with 2-hour parking limits should be provided, when found necessary, along the South side of Edwards Street for public access to trails and vista points.

CIRC-2.4 Increase the flexibility of parking requirements for the Mixed Use Zone to allow existing structures to be utilized for commercial uses.

Program CIRC-2.4.1: If alternate parking options are developed, they should be implemented in a manner that reduces the impact of development, encouraging fewer parking lots, and more buildings, better transit, and safer streets. Such programs may include developers paying “in lieu” fees rather than providing required parking so the City can grant fees toward a fund for sustainable transportation, sidewalks, trails, etc.

CIRC-2.5 Consider partnering with landowners inside or near the City limits with large vacant parcels, parking lots or shuttles (such as the Trinidad Rancheria) to accommodate parking for special events such as the Fish Festival.

CIRC-2.6 Provide parking for tourists in centralized locations that encourage walking around town.

E. PUBLIC TRANSIT

Prior to the establishment of bus service in Trinidad in 1975, there was no real means of transportation for those that did not have access to an automobile since there are no alternative routes to Hwy 101 for pedestrians or bicyclists to get to McKinleyville or other destinations south. Today, the Trinidad area is the northernmost stop of the Redwood Transit System, but there are only six stops per day on the weekdays and four stops during the weekend. Since the formation of this bus route, the City has participated in the program and provided bus stops. This gives residents some options for taking the bus. According to the 2000 census, only 1.2% of Trinidad residents (or 2 people) use public transit as a way to travel to work. This low ridership problem has been attributed to the infrequent bus trips and the number of stops/time involved in a ride between Trinidad and Eureka. In talking with residents, many say they would ride the bus if it were more convenient.

Based on Trinidad demographics, transportation for seniors or disable persons is especially important since Trinidad has a large older population. According to an American Association of Retired Persons (AARP) research brief by the Public Policy Institute, *Understanding Senior Transportation: Report & Analysis of a Survey of Consumers 50+*, "transportation is an essential part of the community infrastructure that individuals need to gain access to the goods, services, and social contacts that support their day-to-day existence and quality of life." Transportation equates to mobility, independence, self-sufficiency, accessibility and safety. Transportation enables many senior adults to live independently and to stay connected with family, friends, and community resources. Alternatives to public transportation exist, however these options, such as taxis and dial-a-ride, are not nearly as cost-effective and can be cost-prohibitive.

Goal CIRC-3: Maintain and improve a safe, effective, and sustainable public transportation system that interconnects the public, institutional, residential, commercial, and recreation areas.

Transit Policies

CIRC-3.1 Work to improve and expand regional bus service via Humboldt Transit Authority (or other provider such as Trinidad Rancheria) to meet those transit needs that can be reasonably met, with particular emphasis on the needs of the elderly, handicapped, low income, and community college students. Support the regional bus

service so as to continue to offer transit services, and to ensure that the financial stability of the transit system continues.

Program CIRC-3.1.1: Encourage the bus service to expand hours and increase trips between the towns so more individuals can utilize the service. Support a McKinleyville-restricted bus system so the existing Trinidad-Eureka trips have consolidated stops and take less time.

Program CIRC-3.1.2: Provide information to the extent possible to encourage Trinidad-friendly bus service.

CIRC-3.2: Public transportation should support access to social services and mitigate the impacts of service changes to social service clients.

Program CIRC-3.2.1: Promote a Trinidad dial-a-ride service for the elderly and disabled.

CIRC-3.3 Encourage a shuttle system with a fixed route to the Trinidad Harbor. This would reduce individual vehicle use and provide easy access to the Harbor.

F. ALTERNATE MODES OF TRANSPORTATION

The community desires transportation alternatives to the automobile and the same time, solutions to present-day congestion. Citizens want traffic in residential neighborhoods to be slower, less disruptive and less dangerous to pedestrians. Feasible alternatives to traditional automobiles are bicycle and pedestrian ways—including trails, paths, sidewalks, bike lanes and similar facilities—and facilities for alternative vehicles, such as charging stations or ecologically-friendly fuel stations, such as biodiesel or petroleum. Though there are not any alternative fuel stations as of yet, Trinidad is open to offering their community resources that align with the Energy goals and Climate Action Plan goals found in the Land Use Element.

The City implemented a previous General Plan policy requiring that the City formalize its trail system. This system included the “beaches, the existing Trinidad Beach State Park trails, and ascends the bluff at Galindo Street to provide convenient pedestrian access from Edwards Street to the Harbor, the Old Wagon Road from Wagner Street to Parker Creek Trail, the private road extending from Scenic Drive along the East branch of Parker Creek to the beach, and the beach extending Southeasterly from Parker Creek to the City limits.” This was completed through the development of the “Trinidad Trails Plan.” This draft document describes each of the existing trails and their history and conditions. The City has approved trail marker descriptions so a uniform method for trail identification is implemented on all these trails.

The City also installed benches through a grant from the Air Quality Control Board to increase both pedestrian traffic and reduce local reliance on automobiles. The Trinidad

Planning Commission established a priority ranking for locating benches. And the plan for placement of these amenities can be reviewed in the Trinidad Trails Plan.

The Humboldt County Association of Governments published the *Regional Bicycle Facilities Plan 2004 for Humboldt County*. The plan designates one Class III route (shared road with signs) from Highway 101 to the end of Edwards Street. The following are general policies related to pedestrian and bicycle facilities. Additional related policies are also found in the Recreation section.

Goal CIRC-4: Provide a pedestrian, bike and equestrian-friendly environment that allows Trinidad residents and visitors reasonable access to the City and its views, but also preserves the characteristics of Trinidad and the surrounding area.

Alternative Transportation Policies

CIRC-4.1 Provide for and develop pedestrian and bicycle facilities to serve the transportation and recreational needs of the residents. Where feasible, these can include benches and attractive, secure and accessible bike parking, etc.

Program CIRC-4.1.1: Use traffic calming measures, where appropriate, as a means of providing safe pedestrian and bicycle access. Traffic calming measures include, but are not limited to, roundabouts, horizontal traffic diversions that create curves in the road, curb extensions, and traffic circles. These can be used to encourage the safety awareness and cycle and pedestrian education of drivers.

Program CIRC-4.1.2: Review land development along and adjacent to designated pedestrian and bicycle routes to ensure that adjacent new development is consistent with established right-of-ways and compatible with the safety and capacity of the corridor.

Program CIRC-4.1.3: Encourage the placement of secure, weather-protected bicycle parking and/or storage facilities at bus stops, businesses, and public buildings.

CIRC-4.2 Provide safe and convenient pedestrian access to all areas of the City through routine maintenance and repair of sidewalks on the main arterial routes, so that visitors are encouraged to park vehicles in a centralized area and walk.

Program CIRC-4.2.1: Complete an assessment of pedestrian and bicycle needs as background information to prioritize allocation of funds consistent with the goal of increasing the safety, functional efficiency, interconnectivity, and capacity of pedestrian and bike routes. The level, design and quality of service for pedestrians and bicycles should be increased when expanding roadway capacity for motorized circulation. If road expansion is infeasible, the City should consider shared lane markings (sharrow). Road resurfacing projects should provide improved access and safety for bicycles.

Program CIRC-4.2.2: Published design standards, such as the Caltrans Highway Design Manual or equivalent, shall be used by the City Public Works Department for the design and construction of pedestrian and bicycle paths. All new hard surfaced walkways shall be wheelchair accessible. Existing hard surfaced walkways should be improved to be wheelchair accessible when funding is available or when development projects occur on adjacent parcels.

Program CIRC-4.2.3: Continue to update the City's Trails Plan, where necessary, to encourage pedestrian and / or non-motorized vehicular access to appropriate areas open to the public.

CIRC-4.3 Both sides of Main Street and Trinity Street shall have continuous sidewalks. Edwards Street should have a sidewalk on at least one side of the street, providing linkage to pedestrian trails. Parking should be limited to one side of Edwards Street.

CIRC-4.4 Install sidewalks where necessary for pedestrian safety. Limiting sidewalk installation and street improvements helps retain the present undeveloped right-of-ways and will preserve its rural character.

CIRC-4.5 Promote horseback riding as a form of recreation and transportation by providing equestrian trails, where feasible.

CIRC-4.6 Support the Coastal Conservancy's 'Completing the California Coastal Trail project (SB 908) and encourage trails and connectors.

CIRC-4.7 Pursue opportunities to provide transportation corridor linkages for pedestrian trails and bike routes as well as scenic recreational routes. Linkages that should be considered include the Hammond Trail and Pacific Coast Bicycle Route (CONS-20.5)

G. Energy

Energy consumption and production are closely linked to the physical development of land. Land use development policies strongly impact how much energy is consumed, and zoning and development strategies can affect the ability to develop and transport future energy resources. The majority of the energy consumed in the county is imported, with the exception of biomass energy and a small amount of natural gas, as per the findings of the Background Technical Report for the Humboldt County General Plan 2025 Energy Element dated October 2005. There are also several potential local renewable energy resources that are as yet mostly untapped, including wind, wave, biomass, solar and micro-hydroelectric. Conservation and increased efficiency are also ways in which to essentially boost energy capacity by reducing demand.

In 2003, the Redwood Coast Energy Authority (RCEA) was formed as a joint powers authority (JPA), representing seven municipalities, including Trinidad, and Humboldt

County. As a JPA, RCEA is governed by a board composed of a representative from each jurisdiction. RCEA's mission statement is:

The Redwood Coast Energy Authority's purpose is to develop and implement sustainable energy initiatives that reduce energy demand, increase energy efficiency, and advance the use of clean, efficient, and renewable resources available in the region.

As the regional energy authority RCEA implements County Energy Element strategies on a regional basis through a Comprehensive Action Plan for Energy. This action plan will be maintained by the RCEA Board. The City will also implement Energy Element strategies through policies, implementation measures, and standards contained in this Plan.

This Energy section promotes self-sufficiency, independence, and local control in energy management and supports diversity and creativity in energy resource development, conservation, and efficiency. This strategy can reduce the drain on the county's economy for energy, stimulate local businesses and the economy, and help the City meet greenhouse gas emission reduction targets.

Goal CIRC-5 Reduce dependence on non-renewable energy resources.

Energy Policies

CIRC-5.1 Encourage energy efficiency and use reduction and conservation in new and existing development and set an example by improving the City's own energy efficiency and conserving energy wherever feasible.

Program CIRC-5.1.1: Work with the RCEA to conduct energy audits on all City facilities and add recommended energy improvements into the City's capital improvement program utilizing RCEA to take maximum advantage of utility incentive programs to minimize project costs.

Program CIRC-5.1.2: Purchase or operate Energy Star® electrical equipment (considering life – cycle costs) to follow principals of energy efficient source reduction and resource recovery for its own operations and promote these principals in the community.

Program CIRC-5.1.3: Coordinate with the RCEA (Redwood Coast Energy Authority) to educate and encourage property owners to conduct energy audits to reduce energy consumption through utilization of free programs sponsored by utilities and other incentives.

Program CIRC-5.1.4: Review and revise the Zoning and Subdivision Ordinances and Design Review to incorporate State energy standards for energy-efficient development. Consider encouraging LEED certification for new and renovated

commercial structures and GreenPoint rating for residential dwellings. Provide information, technical assistance, and other incentives or conditions of approval when appropriate.

Program CIRC-5.1.5: Obtain assistance from community resources (such as RCEA) when reviewing commercial buildings and major subdivisions during the design and approval process to incorporate energy-efficient design suggestions into the plans.

CIRC-5.2 Encourage renewable energy such as wind, solar, micro-hydro and waves in new and existing development and set an example by utilizing renewable energy in City facilities where feasible.

Program CIRC-5.2.1: Conduct renewable energy feasibility studies for city facilities and program feasible projects into the City's capital improvement program. Update feasibility studies periodically as the renewable energy incentive and technology landscapes change and as new grant opportunities arise.

Program CIRC-5.2.2: Adopt a solar access ordinance which would require development applications to be reviewed for site orientation and to ensure that the development will not adversely impact solar access of neighboring properties by shading.

Program CIRC-5.2.3: Revise the zoning ordinance to allow alternative energy facilities for onsite use as a conditional use in all zones within the City. Solar energy facilities for on-site use shall be allowed as a permitted use in all zoning districts.

Program CIRC-5.2.4: Work with RCEA to provide information, marketing, training and education to support renewable energy development.

Program CIRC-5.2.5: Investigate micro-hydro opportunities in Luffenholtz Creek during the wet season to provide energy for the water treatment plant (the City's largest municipal energy consumer).

CIRC-5.3 Use renewable energy to reduce greenhouse gas emissions.

Program CIRC-5.3.1: Install alternative energy systems in public buildings and consider renewable energy generation options in any future municipal buildings.

Program CIRC-5.3.2: Support installation of a public charging station for electric vehicles and an alternative fuel station as these technologies become more widely available.

Program CIRC-5.3.3: Adopt the 2010 California Green Building Standards for use in any new and remodeled construction that requires a building permit

Program CIRC-5.3.4: Engage in community outreach to inform people of financial aid options and long-term benefits of utilizing alternative energy sources. Provide incentives as available for installation and utilization of alternative energy sources

Goal CIRC-6 Improve air quality.

CIRC-6.1 Participate in Regional Planning to Improve Air Quality: Continue to cooperate with the North Coast Air Quality Management District (NCAQMD) in implementing the *Regional Clean Air Plan*.

CIRC-6.2 Air Quality Standards: Seek to exceed State and Federal standards for air quality. Review new project proposals for consistency with NCAQMD regulations and guidelines.

Program CIRC-6.2.1: Adopt a plan and timelines to reduce greenhouse gas emissions for City operations through the establishment and implementation of a Greenhouse Gas Reduction Action Plan or Climate Action Plan. As part of the Greenhouse Gas Reduction or Climate Action Plan, create greenhouse gas reduction measures in program areas. As part of this plan, recommend replacing internal combustion vehicles with zero emission vehicles (ZEV) to maintain compliance with AB 32, the California Global Warming Solutions Act passed in September 2006.

Program CIRC-6.2.2: Revise the Zoning Ordinance to require that all new wood burning stoves and heaters meet current EPA standards for wood burning devices.

Program CIRC-6.2.3: Include thorough dust control provisions in the Grading Ordinance.

Program CIRC-6.2.4: Permeable pavement is encouraged in appropriate circumstances. Unpaved driveways of more than 50 feet and unpaved accessways in all new development are prohibited. Unpaved driveways of less than 50 feet are prohibited unless it is proven that they will not contribute dust or sediment to the Trinidad Head ASBS.

H. PUBLIC SERVICES

The purpose of this section is to identify the essential public facilities, buildings, and services and to describe policies and programs that will ensure that the existing and future population of Trinidad is provided the best and most appropriate level of public services and infrastructure. Included in this section are policies regarding City water service, regulation of septic systems, solid waste and recycling services, and the storm water system.

1. Solid Waste, Reduction and Recycling

Humboldt Sanitation and Recycling currently contracts their services for garbage pick-up with residents, businesses and public service municipalities. Most refuse is transferred to a municipal transfer station and then hauled out of state where it is disposed in, for example, the Dry Creek landfill in Oregon. There is no local landfill since the Cummings Road landfill reached capacity. Other alternatives are currently being pursued.

In 1989, the state passed Assembly Bill (AB) 939 that mandated cities and counties to reduce their waste by 25 percent by 1995 and 50 percent by the year 2000. In June of 1992, a Source Reduction and Recycling Element (SRRE) (not to be confused with a General Plan Element) was adopted by the City as a further fulfillment of AB 939. This document serves as a guide to implement waste reduction strategies to meet the required 50% diversion rate. Because Trinidad is a small town, these amounts are significantly affected by what is happening on the survey dates. Annual diversion rates currently range from 52% to almost 70%. The City Clerk is currently responsible for completing the requirements under that element.

One recurring problem has been the dumping of yard wastes over bluff tops and the banks of streams in the City. These yard wastes can affect bank stability, cause erosion, and introduce invasive plant species and pests into the natural environment. Many communities utilize this yard waste, after it is collected, chipped and composted, as a soil amendment available to the community.

Goal CIRC-7: Protect public health, conserve natural resources and enhance and protect the natural environment of Trinidad and the surrounding areas by properly reducing and disposing of waste and encouraging recycling and the wise use of resources.

Waste & Recycling Policies

CIRC-7.1 Implement waste reduction, re-use and recycling programs on a continuous basis, City-wide, to achieve waste diversion goals. Utilize the following criteria for program prioritization and selection:

- (1) Achieve the maximum feasible reduction in volume and/or weight of waste requiring landfill disposal;
- (2) Maximize the economic value of materials heretofore discarded;
- (3) Benefit the environment and health and safety of citizens;
- (4) Implement on a timely, practical, and cooperative basis;
- (5) Lower impacts to existing or planned waste diversion programs;
- (6) Include support and sustainability over the long-term by residents, businesses, and jurisdictions;
- (7) Allow cost-effective achievement of the above criteria.

Program CIRC-7.1.1: Develop an effective waste reduction ordinance for the City of Trinidad that limits or bans specified carbon-intensive consumer goods such as Styrafoam or plastic-ware. Identify opportunities and constraints for reducing waste, considering in particular carbon-intensive consumer goods utilized in the City that have viable alternatives.

CIRC-7.2 Continue to contract for solid waste disposal and recycling services in a manner that meets the needs of the residents, and with the solid waste disposal service provider that gives residents the most access to services and is feasible with budget constraints.

CIRC-7.3 Maintain the Source Reduction and Recycling Element (or Integrated Waste Management Plan). Continue to use the Plan's hierarchy that lists, in order of importance, source reductions, followed by reuse and repair, recycling, composting, materials recovery, environmentally safe energy recovery, environmentally safe transformation, and as a last resort, landfill disposal. Include investigating options for an appropriate, screened, permanent location for a recycling center that will accommodate technology upgrades in the recycling section of the Integrated Waste Management Plan.

CIRC-7.4 Maintain and improve programs included in the City's Source Reduction and Recycling Element to reduce litter and other illegal solid waste disposal and to minimize the amount of wastes requiring disposal.

Program CIRC-7.4.1: Develop a program that allows collection and reuse of yard waste and discourages dumping such wastes over the bluff top. Create a local City facility (program) for compost disposal separate from existing solid waste collection provider (determine feasibility of pick-up service / drop-off facility). Consider partnering with the school, park / museum or community garden as community composting resources.

Program CIRC-7.4.2: As feasible, provide no- or low-cost compost bins to residence and business owners and provide composting incentives to businesses.

Program CIRC-7.4.3: Implement or support training workshops to effectively educate the community of composting techniques and benefits

CIRC-7.5 Promote the diversion of construction waste by requiring contractors to recycle as much construction debris as feasible. Work with construction contractors to find methods and means to recycle construction waste.

CIRC-7.6 Work with local business to promote recycling opportunities and to educate people regarding recycling options.

2. Stormwater System

The City has an old and incomplete stormwater drainage system (Figure 15). The location, type and condition of parts of the components are unknown. Studies to date reveal that stormwater runoff originating in the northern portion of the City of Trinidad is routed through a series of roadside ditches, drain inlets, and culverts which discharge to the Mill Creek drainage. Stormwater originating in the central portion of the City of Trinidad watershed is also routed through a series of roadside ditches, drain inlets, and culverts to a storm drain outfall adjacent to the boat launch on Trinidad Bay Beach. Some areas, such as Wagner Street, have no curbs or drain inlets, so drainage is generally south towards the bluff areas or towards Parker Creek. Stormwater from the HSU Telonicher Marine Lab (TML) is also routed in a storm drain that parallels the City's stormwater system and discharges to Trinidad Bay near the Rancheria's boat launching facility. The Harbor Area mainly has limited stormwater runoff from the parking areas, the pier, and Trinidad Head.

The Trinidad Kelp Beds Area of Special Biological Significance (ASBS) is located around Trinidad Head and the Bay and is adjacent to these stormwater outfalls. The SWRCB Ocean Plan prohibits all discharges to an ASBS unless an exception is granted by the SWRCB. Both the City and TML have requested an exception to the Ocean plan discharge prohibition. The TML has completed CEQA for the exception request and is moving forward with a formal permit with the SWRCB. The City is proceeding with implementation projects that will reduce bacterial contamination in the waters at Trinidad Beach and Trinidad Bay Beach in addition to minimizing direct stormwater discharge into the ASBS. The City has conceptually developed water quality improvement projects as part of an ongoing integrated watershed planning process. Low Impact Development stormwater treatment techniques such as utilizing infiltration and bio-retention swales are recommended to be incorporated into the system. Projects reducing direct stormwater discharge into the ASBS region and bacterial contamination in the bay and beach waters should also be encouraged.

Goal CIRC-8: Maintain and improve the City's stormwater treatment system to reduce impacted runoff into the surrounding environment

Stormwater System Policies

CIRC-8.1 Develop a comprehensive stormwater management program to minimize the volume and loading of stormwater-related constituents of concern entering Trinidad Bay. Drainage paths may be elongated to reduce erosion potential and decrease sediment carrying capacity. Pipes may be replaced with meandering open ditches to increase infiltration, attenuation of constituents of concern and bioretention opportunities. (CONS-2.7)

CIRC-8.2 Undertake improvements to the City's stormwater drainage system to minimize the volume and loading of stormwater-related constituents of concern entering Trinidad Bay. Such improvements may include Low Impact Development (LID)

techniques such as re-direction of and elongation of drainage paths and installation of bio-retention and infiltration components where feasible to reduce constituents of concern from entering surface water.

CIRC-8.3 Implement a comprehensive water quality monitoring plan for Trinidad Bay and its tributary streams in order to assess nonpoint source pollution entering the Trinidad Head Area of Special Biological Significance and track improvements over time. (CONS-5.1.2)

GOAL CONS-9: Minimize stormwater runoff and the introduction of constituents of concern into the waters in and around the City from new and existing development:

Development & Stormwater Policies

CIRC-9.1 Incorporate storm water runoff, erosion and sediment control, and water quality considerations into the staff recommendations or implementation regulations for all Coastal Development or other discretionary permit application reviews. Applicants shall be responsible for any required monitoring. Specific water quality goals include, but are not limited to:

- (1) Limit erosion and sediment loss resulting from construction.
- (2) Limit the extent and duration of land disturbing activities.
- (3) Limit removal of existing vegetation to only what is necessary to construct projects
- (4) Upon project completion, replace non-native and invasive species as soon as possible, preferably with native plants.
- (5) Maintain natural drainage conditions.
- (6) Conform, wherever possible, to the natural topography of the area.

CIRC-9.2 Encourage Low Impact Development techniques to preserve hydrologic function and maximize on-site infiltration of runoff, to the greatest extent practicable. In development where infiltration is precluded, implement appropriate treatment control BMPs, such as filtration to reduce the adverse impacts on water quality from the stormwater runoff. Low Impact Development techniques include the use of rain gardens (bioretention), infiltration, disconnected roof drains, pervious pavement and/or pavers, and green roofs. Maintaining existing vegetation and planting new vegetation as a buffer to improve the quality of the stormwater discharged from the site should always be considered for construction projects

CIRC-9.3 Limit the use of curb drains to avoid conveying runoff directly to the City's stormwater conveyance system. (CONS-2.9)

CIRC-9.4 The selection of appropriate BMPs to protect water quality shall be guided by the most recent version of the California Stormwater Quality Association (CASQA) *Stormwater BMP Handbooks*, or an equivalent BMP manual that describes the type, location, size, implementation, and maintenance of BMPs suitable to address the

constituents of concern generated by the development. A site specific infiltration rate may be required of the designer to assist with stormwater quality mitigation design and to facilitate the City's review of the proposed development.

3. Transmission and Utility Facilities

Private companies own the electric, gas, telephone, cellular and cable services, though they are regulated by the Public Utilities Commission. Pacific Gas and Electric (PG&E) has a facility (a substation) within the City. There is also a cellular installation utilized by several providers located on Trinidad Head. Many of the overhead utility lines in town have already been undergrounded either through requirements for new development or utilizing available funding from PG&E for such activities in scenic areas. Propane fuel is provided by individual private propane tanks, as there are no natural gas lines in the City.

Verizon has a lease from the City for a cellular phone transmission facility on Trinidad Head, who in turn sublease to several other providers that also have antennas and other equipment on the site. This facility has become controversial in the last few years and interest in removing the facility and finding an alternative location has been expressed.

Some solar systems have been installed on private residences, and the City has implemented measures to help streamline the process for such installations such as exempting a certain number from design review and abbreviating the building permit process and costs. There has been interest in generating electricity from wave energy offshore. There is a significant amount of wind in Trinidad year-round, and wind energy may be a good source of alternative energy if it can be installed without causing nuisance from noise and view blockage. Interest has also been expressed in micro-hydro power on local creeks that does not divert a significant amount of water and that can provide a reliable source of power in the winter when traditional power lines are often compromised. This should only be considered when negative impacts to fish can be avoided.

Goal CIRC-10: Ensure that the transmission of utilities shall meet consumer needs and energy efficiency goals consistent with the character of the City.

Transmission and Utility Policies

CIRC-10.1 Coordinate land use planning with the location of existing and planned utilities and pipelines (including water, gas, sewer, electric and telephone) to ensure compatibility between land uses and transmission facilities to the extent possible.

CIRC-10.4 Lines and cables shall not obstruct the coastal views, both public and private, for which Trinidad is known. The City should seek funding and otherwise take advantage of any programs that would accomplish undergrounding existing above-ground utility lines in town.

CIRC-10.5 It is intended that development on Trinidad Head be kept to a minimum, with passive recreation such as hiking trails and vista points are allowable use. Phase out the cellular facility and encourage the providers to find an alternative location or utilize new technology to provide the same services. (CONS-14.2)

CIRC-10.6 Regulate lighting in the City to prevent light pollution while maintaining lighting necessary for public safety.

Program CIRC-10.6.1: Require that lighting in commercial areas be kept to the minimum necessary for safety and minimize light spillage from the property

Program CIRC-10.6.2: Through design review or other ordinance provisions, require residential lighting to be contained on-site so as not to spill on to neighboring properties

Program CIRC-10.6.3: Require street lighting and other public safety lighting to be low in elevation and shaded or directed so as not to cause light pollution

4. Wastewater Disposal / Onsite Wastewater Treatment Systems

The City of Trinidad does not have a centralized sewer system, and instead relies entirely on individual on-site wastewater treatment systems (OWTS). It has been suggested that Trinidad eventually build a sewage treatment plant because lots are relatively small for systems, bacterial pollution is a problem in certain areas, and many of the City's systems are old, inadequate or malfunctioning when compared to existing standards. However, residents and property owners inside and outside the City resist the idea of a sewer-treatment plant due to potential growth-inducing impacts in the area.

Because septic tanks are the most feasible type of individual wastewater disposal system available at the present time, residential land uses are limited to those types that are consistent with the community's development preferences and can best be adapted to the service constraints of septic tank systems. Only when individual disposal systems that can accommodate high wastewater discharge uses become feasible should the General Plan allow the consideration of high discharge commercial uses. The types of permitted commercial and residential uses and densities are limited to those recommended in this General Plan and subsequent Zoning Ordinance provisions.

Goal CIRC-11: Accommodate the wastewater production while protecting the health, natural resources and property values in Trinidad.

Wastewater Disposal / OWTS Policies

CIRC-11.1 Develop and maintain an OWTS Management Program, consisting of an ordinance and guidelines, in compliance with the CA OWTS regulations and the North Coast Basin Plan that include regular monitoring, maintenance, and pumping

requirements to assure that State and federal water quality standards are met. This Program will require accurate and current septic information as part of any development application, including subdivisions. OWTS upgrades may be required based on the proposed development. Uses with large quantities or high strength discharges are subject to more stringent reviews and requirements. Encourage the County to adopt a similar program in the Trinidad-Westhaven area. (LU-1c.8 / CONS-2.6)

CIRC-11.2 Pursue grant funding or the feasibility of a revolving loan program to monitor and implement projects within the City's entire Planning Area to reduce pollution from onsite wastewater treatment systems. Encourage Humboldt County to participate to the maximum extent possible, though projects within the City boundaries are the first priority. Project goals include determining what areas and which onsite wastewater treatment systems are contributing the most pollution and offering financial incentives or other assistance to help landowners fix problems. The City and County should consider the feasibility and desirability of forming a Septic Maintenance District from Trinidad to Moonstone. (LU-9.6.1)

CIRC-11.3 Encourage the County to update its regulations to make the installation of alternative wastewater treatment systems such as wetlands and greywater reuse systems more feasible (CIRC-12.3.3).

5. Water Service

The City of Trinidad operates a municipal water supply system that services the occupied parcels within the City and a number of properties outside City limits. Potable water for the City system is currently supplied from Luffenholtz Creek. The water system includes an infiltration gallery, water treatment plant and several storage tanks. The City also has some unused water rights on Mill Creek.

The Trinidad water system is now serving near its maximum number of metered connections at 323 (as of 2011) both inside and outside of City limits, including Trinidad Rancheria. The flow rate and quality of water is highly dependent on the weather. In the winter the water can be difficult to treat at times due to the high turbidity; the current filtration treatment system can not meet the water quality requirements and occasionally shuts down, resulting in a significant drop in the storage tank levels. Several water treatment issues, including, bacterial contamination, water turbidity and chlorine contact time are important issues that the City needs to address in the near future.

To address current water system needs, the City's engineering firm completed a comprehensive water supply feasibility report in 2003 ("City of Trinidad Proposition 204 Water Supply Feasibility Study" by Winzler and Kelly – September 2003). The City continues to monitor and upgrade the water plant as feasible. Some current characteristics of the City's water plant are as follows:

- There is a limited available water supply based on the flow in Luffenholtz Creek

- Constant monitoring and adjustment of the current filtration system requires the oversight of an operator at all times (little automation.)
- The treatment plant is not able to treat all water at all times due to turbidity. The plant is shut down when treatment requirements cannot be met and storage reserves may not be enough to handle additional hookups or emergency services.
- The treatment system is currently limited by pump capacity to a maximum flow rate of 340 gpm (3 pumps, each 120 gpm).
- Filtration unit is limited to an over-all flow rate of 170 gpm based on state regulations.

The City is currently working on developing plans and obtaining funding to improve the existing water system to address the concerns noted above, particularly because turbidity standards have increased. The City has received a grant to add new turbidity meters and other monitoring equipment along with system controls to meet these new turbidity requirements along with cryptosporidium standards. Other planned improvements will include additional storage, which will provide water for fire suppression in the summer and allow additional settling time in the winter which will decrease the turbidity.

Demand for water is expected to increase due to new development in the Trinidad area in the upcoming years; hence, a plan needs to be developed for this increase in demand. There are several water supply concerns:

- If they have riparian water rights, many property owners in the area outside the City use coastal streams as a water source. However, California Department of Fish and Game is already concerned about shortages in Mill Creek and Luffenholtz.
- Expanding the current water supply at Luffenholtz Creek may be an option, though the watershed is located entirely outside of City limits. The City needs to coordinate with the County to ensure the creek is protected from development.
- In several areas, groundwater supply is highly variable. Wells in the area do not produce enough volume of water to meet the demand. Other concerns include contamination of wells from failed septic systems and use of pesticides and other chemicals.
- Additional water use in the Planning Area may overburden soil capacity septic tanks and increase ground and surface water pollution.
- The Trinidad Rancheria has proposed development plans for a substantial project; they anticipate using the Luffenholtz water supply.

The lack of water has acted as a development constraint along with the use of septic systems. The City previously lost a large amount of its water, approximately 40%, through leaks or unmetered users. A large leak was recently found along the main line in Scenic Drive, which gives the City somewhat more leeway for future water service.

In the past, the City had the ability to hook-up users outside the City along the main water lines, with 101 properties being served outside City limits. However, more recent Local Agency Formation Commission (LAFCO) regulations, the agency in charge of boundary changes, prohibit expansion of services outside jurisdictional lines without requiring annexation. Exceptions may be made in the case of polluted wells or other emergency situations, and/or if the property owner is adjacent to the City and agrees to annexation. Additionally, because Luffenholtz Creek is near capacity, the City must retain water for additional connections and future uses inside the City

Goal CIRC-12: Ensure that the City's water system, supply, and demand are managed for sustainability and the health and needs of users.

Water Policies

CIRC-12.1 Periodically assess the capacity of Luffenholtz Creek to provide domestic water; include variables such as existing and potential riparian rights, groundwater wells, proposed developments, and impacts to water supply due to climactic change. (LU-8.1)

Program CIRC-12.1.1: Prepare an annual water report to be presented to the City Council to keep the City up to date on the condition of the water system, need for improvements, level of use and capacity of the system.

CIRC-12.2 Upgrade the City's water plant to improve efficiency, water quality and storage capacity as funding becomes available. (LU-8.2)

Program CIRC-12.2.1: Develop a program for periodically upgrading existing distribution lines, including fire hydrants to current standards. Top priorities are repairing leaking lines and improving storage capacity at the treatment plant, and installing meters at currently unmetered public or other buildings.

CIRC-12.3 Promote an effective water conservation program to minimize water consumption. Extend the City's conservation program to properties outside the City that are hooked up to the City's water system. Encourage the County and/or Watershed Council to provide water education. Encourage the County to implement a similar program in the Trinidad-Westhaven area. (CONS-4.1)

Program CIRC-12.3.1: Implement a progressive water rate structure to encourage water conservation. Periodically review and amend the water rate structure to ensure that it promotes water conservation. (CONS-4.1.1)

Program CIRC-12.3.2: Adopt a water efficiency landscape ordinance in accordance with AB 1881 and Department of Water Resources (DWR) requirements. (CONS-4.1.2)

Program CIRC-12.3.3: Promote the use of rainwater collection and greywater

systems. Encourage the County to update their regulations to improve opportunities for greywater reuse (/ CIRC-11.3)

CIRC-12.4 If capacity and / or storage is adequate, study the feasibility of forming a Water District that includes the area to the east and southeast of the City on either side of the freeway, where some properties are already connected to the system, to allow for additional connections outside the City, as the system allows. Eventual annexation should be considered. An 'annexation agreement' (agreeing not to object to future annexation) with the City is a minimum requirement for providing any new connections outside of City limits. Areas to the north of the City should be part of such a district if services are to be provided there in the future. (LU-8.3)

CIRC-12.5 The existing commercial area on the west side of Patrick's Point Drive south of Anderson Lane and the area on the east side of Patrick's Point Drive north to the CalFire (CDF) station, should be included in the City service area / water district to allow for future consideration of water service. Annexation, or an annexation agreement, is a requirement for water service expansion, unless it is already part of a services district. (LU-8.4)

CIRC-12.6 Depending on service capacity, the City's Sphere of Influence should be defined to include the City's water service connections, as well as all properties adjacent to the City's trunk line and those properties that are not zoned for timber production within the Luffenholtz and Mill Creek watersheds (refer to Fig. 4). The watersheds are to be included to provide directions and oversight on land use decisions that affect the City's Water Supply, including OWTS management. (LU-7.1)

CIRC-12.7 Consider expanding City services to areas outside City limits only if it can be done without significantly increasing the costs to residents within City limits, or if it is a public health emergency; annexation is a prerequisite for any service expansions. (LU-7.2)

Program CIRC-12.7.1: In the event of a proposal to expand the City water system, prospective customers shall provide the necessary funds in whole or in part to defer the cost of system improvements through an agreement with the City. This policy shall be implemented by provisions of the City Water System Service Ordinance.

CIRC-12.8 Connection to Humboldt Bay Municipal Water District shall not be allowed unless there is a compelling public necessity and only when enforceable measures are included to assure that the general small-town community characteristic of the service area around the City does not adversely change.

CIRC-12.9 Assess the effects of proposed development, such as the Trinidad Rancheria plans and subdivisions, on the reduction flow in Luffenholtz Creek. Address negative impacts or threats to the City's water supply as soon as possible. (LU-9.2.4)

Trinidad General Plan

Figure 11. Transportation & Parking

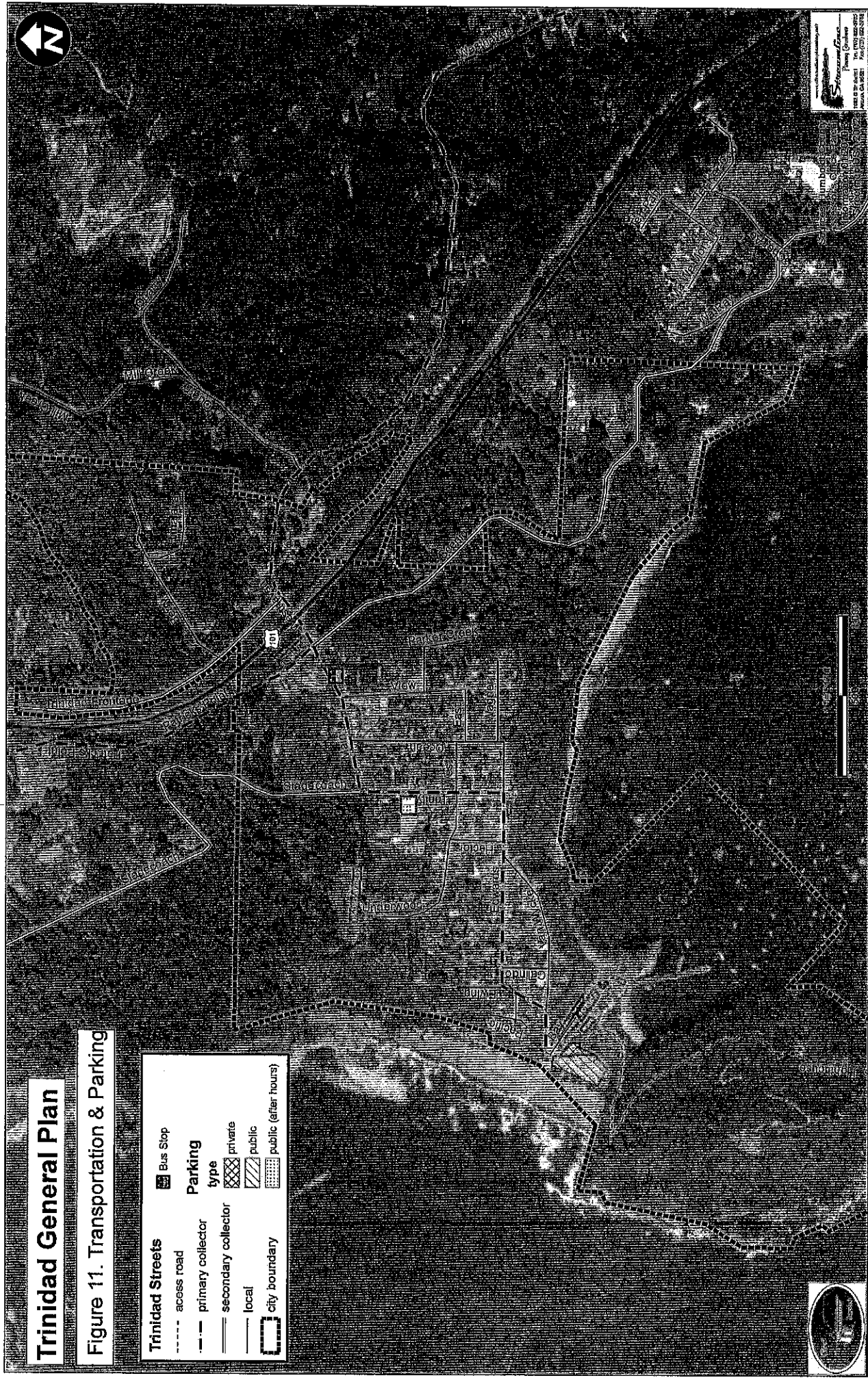
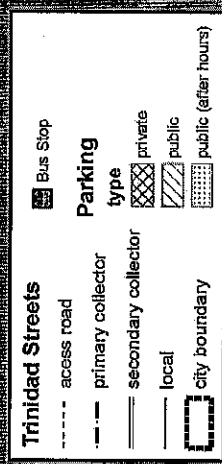
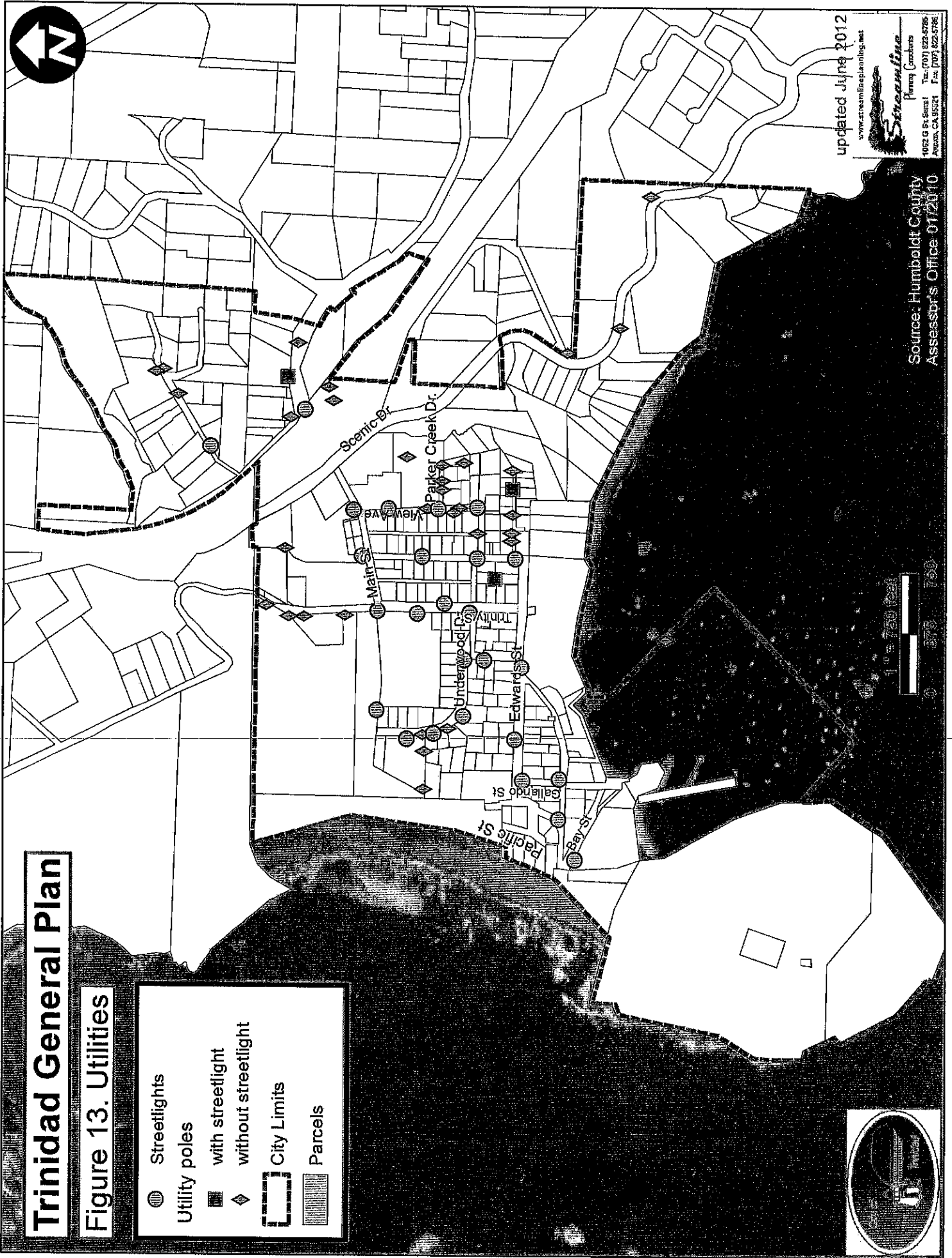
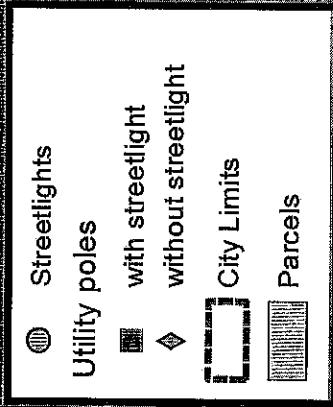


Figure 12 Reserved for Planned Street / Infrastructure Improvements

Trinidad General Plan

Figure 13. Utilities



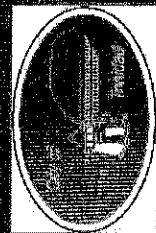
updated June 2012

www.streamlineplanning.net

Streamline
Planning Consultants

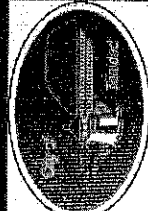
4022 E St. Simi
Pasadena, CA 91521
Tel: (714) 322-5785
Fax: (714) 422-5785

Source: Humboldt County
Assessor's Office 01/2010



Trinidad General Plan

Figure 14. Water Service



Source: W. 2-21 & Kelly
 City of Trinidad
 United Dept of Public Works



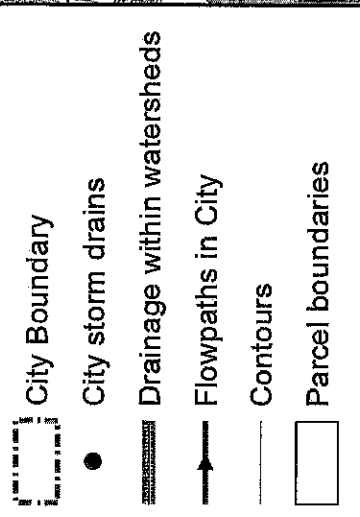
1:250

2:500

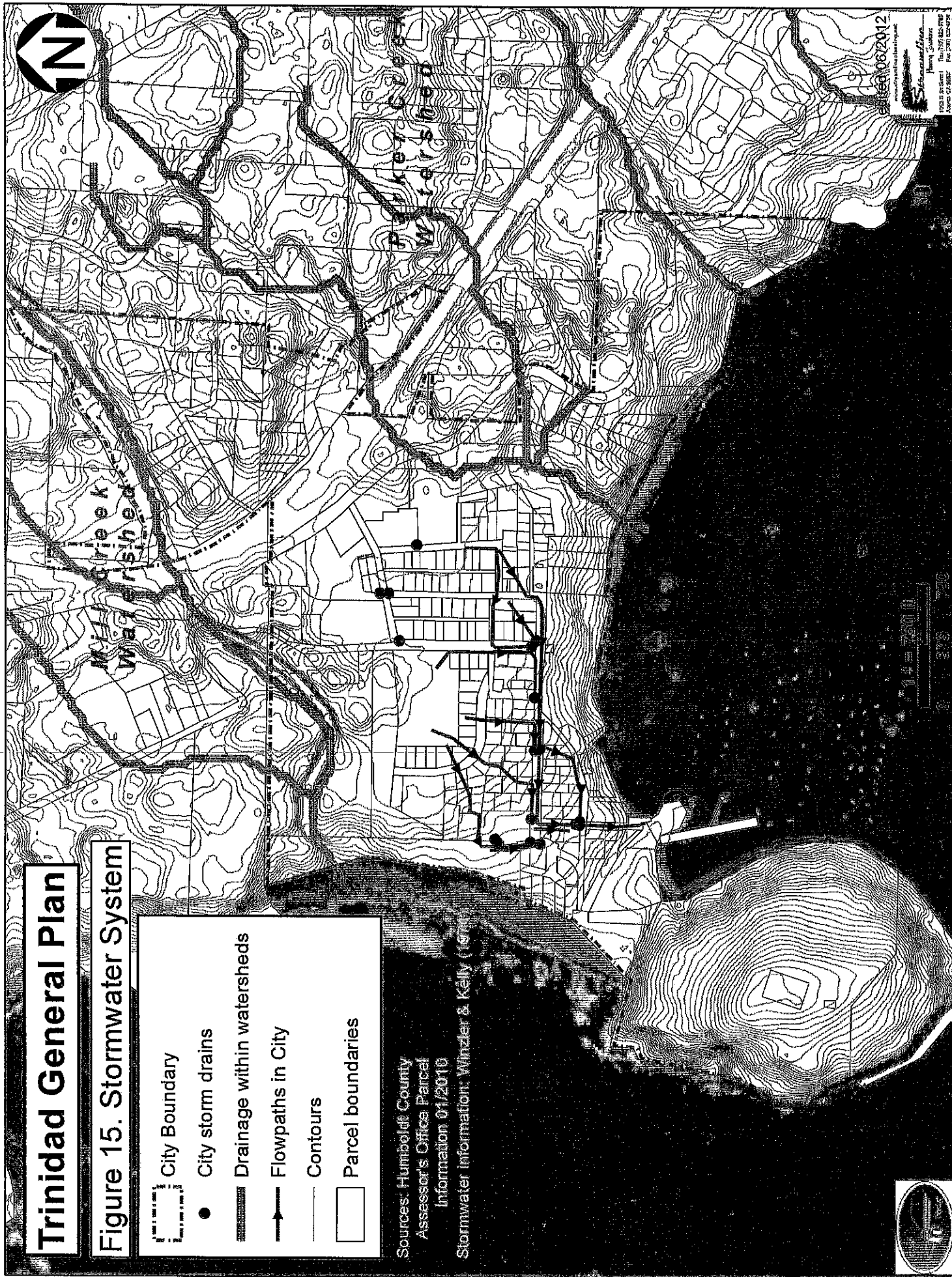
Scale 1" = 1,125 feet

Trinidad General Plan

Figure 15. Stormwater System



Sources: Humboldt County
Assessor's Office Parcel
Information 01/2010
Stormwater Information: Winzler & Kelly (1997)



06/06/2012
Humboldt County
Assessor's Office
Parcel Information
01/2010
Stormwater Information
Winzler & Kelly (1997)



NOISE & SAFETY ELEMENT

A. PURPOSE	1
B. NOISE ELEMENT	2
1. NOISE ENVIRONMENT	2
EXISTING CONDITIONS	2
TRAFFIC NOISE	2
AIRCRAFT NOISE	3
SENSITIVE RECEPTORS	3
2. NOISE ELEMENT POLICIES	5
C. SAFETY ELEMENT	6
1. SAFETY ENVIRONMENT	6
EARTHQUAKES.....	6
GROUND SHAKING	7
UNSTABLE SLOPES/LANDSLIDES.....	7
SURFACE RUPTURE.....	8
EROSION	8
TSUNAMIS AND SEICHES	9
FLOOD HAZARDS	9
FIRE HAZARDS	9
HAZARDOUS MATERIALS	11
AIR QUALITY.....	12
2. DISASTER PREPAREDNESS	12
3. SAFETY ELEMENT POLICIES.....	13
HAZARDS & SAFETY POLICIES.....	13
EMERGENCY PREPAREDNESS & SERVICES POLICIES.....	17

A. PURPOSE

The Noise Element is one of the seven required elements of a general plan. "The purpose of the noise element is to limit the exposure of the community to excessive noise levels and that the noise element must be used to guide decisions concerning land use and the location of new roads and transit facilities since these are common sources of excessive noise levels" (Governor's Office of Planning and Research, State of California General Plan Guidelines, October 2003, p. 87). State law specifically requires that the noise element show noise contours for highways and freeways, and primary arterials and major local streets, and "include implementation measures and possible solutions that address existing and foreseeable noise problems, if any" (Government Code Section 65302(f)).

The Safety Element is another of the seven required elements of a general plan. "The aim of the safety element is to reduce the potential risk of death, injuries, property damage, and economic and social dislocation resulting from fires, floods, earthquakes,

landslides, and other hazards. The safety element must identify hazards and hazard abatement provisions to guide local decisions related to zoning, subdivisions, and other entitlement permits" (Governor's Office of Planning and Research, State of California General Plan Guidelines, October 2003, p. 90).

B. NOISE ELEMENT

1. Noise Environment

Trinidad is a small community with minimal traffic and noise pollution, and the intent of the residents is to maintain those characteristics. Appropriate standards for maximum short-term noise levels vary with the type of land use and time of day. Acceptable daytime levels in industrial and commercial areas are typically based on a combination of health and nuisance considerations and typically do not exceed 85 dBA. In residential areas, standards are typically set to avoid the perception of nuisance, such as noise levels that block normal conversation. Noise level above 66 dBA requires raised voices to be heard at a distance of three feet. Indoor noise levels between 50 and 60 dBA can disturb sleep.

Other than Highway 101, other factors that influence the noise levels in Trinidad are low flying coast guard helicopters, emergency sirens, and on-site construction. Between wind and waves, Trinidad also has some substantial natural contributors to ambient noise levels. Noise can also come from private residences, commercial areas, tourists, etc. Excess noise complaints can be made to the proper authorities. Implementation measures and possible solutions include, but are not limited to: restricted operating hours, protective building design, and installing sound barriers.

Existing Conditions

Traffic Noise

Traffic noise depends primarily on the speed of traffic and the percentage of truck traffic. The primary source of noise from automobiles is high-frequency tire noise, which increases with vehicle speed. In addition, trucks and older automobiles produce engine and exhaust noise, and trucks generate wind noise. Trinidad is primarily affected by Hwy 101, only a small portion of which runs through City limits. Differences in elevation can amplify or dampen noise levels; for example, noise from a thoroughfare in a trough or valley between residential areas will be reflected upward and focused while noise from an elevated thoroughfare may dissipate. On flat ground, a buffer (such as a sound wall or dense vegetation) will greatly reduce noise escaping to surrounding areas. Background studies for the Humboldt County General Plan update indicate that Hwy 101 noise in the Trinidad area is not an issue; the highest noise levels are through Arcata, Eureka and McKinleyville, which all have substantially higher Average Daily Traffic Counts (ADTs), generally at least double. According to personal communication with CalTrans personnel in January 2001, the Highway 101 intersection noise contour is far below the threshold that would necessitate a noise reduction project.

City streets do not have high levels of traffic, and cars are generally moving at speeds less than 30mph. Trucks do have to drive through town to make deliveries to the harbor area, utilizing Main, Trinity and Edwards Streets.

Aircraft Noise

The California Division of Aeronautics is in charge of enforcing airport noise regulations for all airports within the state. The noise standards require that no residences, schools, hospitals or places of worship be within a Noise Impact Area. The California Airport Noise Standards (California Code of Regulations, Title 21) Division 2.5, Chapter 6, Section 5012 of Title 21 establishes that 65 dBA CNEL is the acceptable level of aircraft noise for persons living near an airport. Airport noise studies are performed for the Arcata Airport Master Plan, and the most recent study indicates that airport noise is not an issue in Trinidad. Aircrafts do occasionally fly over Trinidad, but their impact is minimal.

Stationary Noise Sources

On May 16 and August 23, 2012, City of Trinidad staff took noise readings at specific locations to address noise-compatible land use regulations. Planning staff informally surveyed community members and City employees to determine stationary noise sources in town in order to determine the most appropriate points to take noise readings. The results (Table NO-1) indicate that Trinidad does not have many substantial noise sources. In addition to Hwy 101, the main sources of noise are equipment such as refrigeration units by the market, the gas station and the marine lab. Other substantial noise sources include tourists, wind and waves. Note that the following noise readings were taken on an unusually calm days for wind and waves, though the lack of excess noise in the readings makes the readings more accurate. The results and locations are also presented in Figure 16.

On May 16 and August 23, 2012, City of Trinidad staff took noise readings at specific locations to address noise-compatible land use regulations. Planning staff informally surveyed community members and City employees to determine stationary noise sources in town in order to determine the most appropriate points to take noise readings.

Sensitive Receptors

Sensitive receptors are those that are most affected by noise. The California *General Plan Guidelines* lists schools, churches, convalescent homes, and sensitive wildlife habitat as sensitive receptors that should be identified in the General Plan. Residential areas in general are also noise receptors and must be considered in land use planning and noise generators. Other than residential areas, Trinidad has few sensitive receptors; these include Trinidad Elementary, and two churches, all of which are located near the central part of the town.

Table NO-1: Trinidad Noise Readings
City of Trinidad Noise Readings

City of Trinidad Noise Readings				
		Reading (dB)		Notes
Station	Time	Average	Max	
May 16, 2012				
corner of Frontage Rd & Westhaven Dr	4:59pm	66	73	
Murphy's Market (@ refrigeration units)	5:05pm	80		
Murphy's Market (50 ft south)	5:07pm	59		
View Ave, southwest (kitty-corner) of Murphy's Market	5:06pm	55		
Ocean Avenue (AT&T substation)	5:10pm	40		multiple bird species chattering
Lighthouse, located on Edwards St (1° collector)	5:15pm	48		wind calm; ocean flat
Marine Lab (at the pumps)	5:20pm	63		pumps humming
State Beach (parking lot)	5:24pm	60		light wind
Seascape Restaurant	5:27pm	53		low tide; no waves; wind <5
Chevron Station (refrigeration unit)	5:35pm	55	60	max included car noise
Chevron Station (50 ft from propane tank)	5:37pm	64		
Patricks Point Dr (recycling area)	5:43pm	60	70+	max occurred during recycling activities
August 23, 2012				
State Beach (parking lot)	6:22pm	65		high tide; ocean 5-10
Trinidad Head - NOAA station (southern)	6:44pm	67		no wind
Trinidad Head - NOAA station (southern) @ 15ft	6:45pm	48		no wind
Trinidad Head - NOAA station (northern)	6:51pm	43		no wind
Trinidad Head - cellular facility (@ gate)	6:47pm	45		no wind

Noise and Land Use Compatibility Guidelines

The California *General Plan Guidelines* include guidelines for noise-compatible land use. The existing General Plan contains a table, Noise and Land Use Compatibility Guidelines, that is consistent with the current state guidelines. The following table addresses acceptable exterior/interior levels for stationary sources to assess impacts of new development or new sources of noise onto adjacent uses:

Table NO-2: Land Use Noise Compatibility Matrix

NOISE LEVEL PERFORMANCE STANDARDS FOR NEW PROJECTS AFFECTED BY OR INCLUDING STATIONARY SOURCES						
Land Use	Exterior			Interior		
Noise Level Description	7AM-7PM	7PM-10PM	10PM-7AM	7AM-7PM	7PM-10PM	10PM-7AM
Residences, Transient Lodging, Commercial, Nursing Homes						
Hourly L_{eq}	55 dB	50 dB	45 dB	45 dB	40 dB	40dB
Maximum	75 dB	75 dB	70 dB	65 dB	65 dB	60 dB
Auditoriums, Theaters, Libraries, Schools, Churches						
Hourly L_{eq}	55 dB	55 dB	50dB	40 dB	40 dB	40dB
Maximum	75 dB	75 dB	50dB	60 dB	60 dB	60dB

NOTE: L_{eq} = The energy equivalent level, defined as the average sound level over time on the basis of sound energy. dB-Decibel = A unit used to express the relative intensity of a sound as it is heard by the human ear.

2. Noise Element Policies

Goal NO-1: Regulate noise based on zoning and activity while protecting the quality of life of residents, visitors and wildlife of Trinidad

NO-1.1 Existing and potential incompatible noise levels in problem areas shall be reduced through operational or source controls where the City has responsibility for such controls. Land use planning, subdivision review, building code enforcement, and other administrative means shall be utilized as needed.

NO-1.2 New projects in the Mixed Use/downtown area, through site design and the use of the best available building technology, shall minimize the potential noise conflicts between commercial and residential uses.

NO-1.3 Noise created by new or proposed stationary noise sources or the expansion or alteration of an existing use shall be mitigated so as not to exceed noise level standards in Table NO-1 at adjacent land uses.

NO-1.4 The City shall identify and evaluate potential noise problem areas on a continuing basis.

NO-1.5 New development shall be designed and constructed to meet levels listed in chart.

Program NO-1.5.1 Consider applying noise standards to residential units in the Zoning Ordinance.

NO-1.6 The City shall lessen noise increases along the city's arterial and collector roads through project design of streets (including providing buffers to the extent feasible and screening), coordination of routing, and other traffic control measures if needed. (city of seal beach)

NO-1.7 Back-up generators are a pronounced source of noise. Generator noise shall be determined and included in the City Noise Ordinance.

NO-1.8 Noise from quarries and associated truck traffic shall also be included in the Noise Ordinance.

C. SAFETY ELEMENT

1. Safety Environment

California has a beautiful natural environment. Unfortunately, the spectacular natural features also present Californians with many potential natural hazards. Like much of the rest of the state, the Trinidad is susceptible to earthquakes, fires, landslides, and other natural disasters.

According to Government Code § 65302 (g), a Safety Element is for the protection of the community from any unreasonable risks associated with the effect of seismically-induced surface rupture, ground shaking, ground failure, tsunami, slope instability, subsidence, liquefaction and other seismic hazards, flooding, wildland and urban fires.

A report entitled "Environmental Conditions and Constraints" (Environmental Research Consultants) dated May 1976 identified such hazards and incorporated their analysis into the General Plan policies. Geologic conditions have not changed over the intervening years, though our knowledge about them has increased. For this General Plan update, two additional related reports were prepared: (1) Geologic and Seismic Characteristics of Trinidad (Kristen Martin, Streamline Planning Consultants, 2007); and (2) Soil Characteristics of the Trinidad Area, CA (Sam Polly, Streamline Planning Consultants, 2009). In addition, multiple, site specific geologic studies have been done since that time. There is no indication that more data is necessary. Changes to the existing General Plan consist primarily of including updated information (such as identification of the Alquist-Priolo Special Study Zone) or policies that improve the notification and restricts development to address these issues.

Earthquakes

A portion of the Trinidad area lies within a Special Study (Fault Rupture) Zone, as designated by the State Division of Mines and Geology under the Alquist-Priolo Act of 1972 (Fig. 9a). The zone encompasses about 60 acres, or 19% of the land within City limits. The purpose of the Zone is to ensure that local development patterns do not create seismic hazards; any new development of structures for human occupancy would be required to undergo a geologic study before a building permit would be issued. According to the Alquist-Priolo Act, no buildings may be constructed within 50 feet of any active fault in the zone. Trinidad is affected because there has been development within the boundary of the Alquist-Priolo zones. Much of the undeveloped land also falls in or near this zone. There are two fault zones within Trinidad shown on Fig. 17, the Trinidad head fault zone and the Anderson Ranch fault zone. The City has developed a list of parcels located in the Alquist-Priolo zone to use during the review of development proposals and/or become part of overlay zoning.

The current Uniform Building Code (UBC) released by the California Building Standards Commission put Trinidad in "zone 4," which has the highest standards for earthquake safety. The UBC sets standards for the seismic design of all structures in volume 1, chapter 16, division 3, sections 1624 through 1634, including "zone 4" properties. The

City continues to utilize the most recent standards and version of the UBC for the building permit process.

Ground shaking

Ground shaking is not an earthquake itself but the land's response to the readjustment of the strain in the earth's crust. Earthquakes originating inside or outside a planning area may cause ground shaking within that area. The degree of hazard depends on the severity of the shaking and the susceptibility of the buildings to damage. The severity of the shaking and the susceptibility of the buildings to damage, in turn, depend on geologic materials and structural conditions. Therefore, local geologic conditions such as depth to bedrock and groundwater, as well as building height and the type and age of construction, all affect the degree of hazard.

The earthquake hazard maps are not forecasts of the ground shaking that will occur in specific earthquake scenarios. However, they can be used to generally identify those areas which are most and least susceptible to violent ground shaking. Series of maps at a scale of 1:24,000 show regulatory zones around surface traces of active faults in California and are produced under the authority of the Alquist-Priolo Earthquake Fault Zoning Act for planning and controlling construction in these zones. Other scenarios and information are available at Earthquake Shaking Potential for California (California Geological Survey) 2008 which shows the relative intensity of ground shaking and damage in California from anticipated future earthquakes. Trinidad has been mapped in a region that is near major, active faults and will on average experience stronger earthquake shaking more frequently than several other areas in California. This intense shaking can damage even strong, modern buildings.

Unstable Slopes/Landslides

According to the Slope Stability Geologic and Seismic Characteristics of Trinidad Background Report (Streamline Planning, 2007), much of the area along the sea cliffs and coastal streams is unstable or of questionable stability. These and other unstable areas have been designated as Open Space or Special Environment on the previous Land Use Map and have been similarly designated.

Figure 9a illustrates the conditions of slope stability within and around Trinidad. The City transferred this information to its data base and developed a list of parcels that fall in the "questionable stability and unstable zone" category. This has been used during review of development proposals and will become part of overlaying zoning. Review of development proposals by qualified professionals is required by Zoning Ordinance provisions.

Unstable areas that were once designated Resource Production are now Special Environment (SE). SE designations and zoning requirements control development and other activities on in areas affected by hazards or environmental sensitive areas.

Steep slopes and unstable geologic material create erosion and landslide hazards in some of the Trinidad area. Coastal bluffs are especially subject to these hazards due to

continuous wave erosion. Development should be located far enough from the edge of the bluffs so that structures are not in danger of being undercut by wave activity in the design life of the project. Development should also be restricted in areas dominated by the Franciscan Complex, as these clay-rich materials are susceptible to earth flows and debris flows.

The *Geologic & Seismic Characteristics of Trinidad, CA* (Streamline Planning Consultants, 2007), states that slope failures triggered by ground shaking are likely to occur in areas where the water table is high and steep slopes exist, such as along terrace margins and road cuts. Any of the landslide types described under "stability characteristics" can be caused or accelerated by seismic shaking. According to the Division of Mines & Geology "*Planning Scenario in Humboldt and Del Norte Counties for a Great Earthquake on the Cascadia Subduction Zone*" (1995), which does not provide a detailed damage assessment for Trinidad, most of Highway 101 in Humboldt County would be closed for at least three days under a great earthquake scenario. It is reasonable to assume that landslides would be responsible for closing the portion of highway that runs through Trinidad.

Surface Rupture

Surface rupture commonly occurs during earthquakes in California because the earthquakes originate near the earth's surface. Ground on one side of the fault moves relative to ground on the other side, and any structures built across the fault trace will be deformed or destroyed. Displacement can be vertical, horizontal, or a combination of both. Displacement may vary from a few inches to several feet.

Erosion

As previously mentioned, the Franciscan bedrock that underlies Trinidad is composed of pieces of relatively resistant rock within a matrix of sheared, unstable material. Area geology is characterized by outcroppings of this material, especially at the coastline, and by the poorly consolidated alluvial deposits that cover the surfaces of the marine terraces. These different materials are subject to erosion and various types of slope failure.

Erosion of coastal bluffs is a concern because the coastline is continuously eaten away by ocean waves, particularly at high tide and during the winter storm season. In addition, sea level may be rising at an approximate rate of 1 mm per year, thus intensifying the effects of wave erosion (Streamline Planning Consultants, 2007). Evidence of past cliff retreat is seen in areas such as College Cove. This small bay was "carved" out of weak Franciscan matrix material, and according to aerial photographs, the shoreline retreated at a rate of 0.4 m per year between 1942 and 1974. Cliff retreat has also been documented as actively occurring at the Tsurai Village site located in the City of Trinidad in the Engineering Geologic Assessment of the Tsurai Village (LACO Associates, 2004).

Tsunamis and Seiches

Tsunamis (earthquake induced surges of ocean water) are a possible hazard in the Trinidad area. The Humboldt County coast is well known for frequent earthquakes due to the proximity of the Cascadia Subduction Zone. Areas less than 20 feet above Mean Lower Low Water*, except lands devoted to harbor improvements and public access facilities, have been designated as Open Space or Special Environment to reduce or prevent damage to from tsunamis. *Tides are most commonly *semi-diurnal* (two high waters and two low waters each day), and the two low waters on a given day are typically not the same height (the daily inequality), comprising the *higher low water* and the *lower low water*.*

Flood Hazards

The only flood hazard zone available is mapped by the County. This zone is located on Mill Creek on the eastern edge of the City boundary. The area extends about 1,640 feet up Mill Creek from its intersection with Highway 101 and 350 feet downstream from the intersection. FEMA did not map flood areas for Trinidad because its steep slopes render the risk of flooding is generally nonexistent. FEMA and the City of Trinidad have an agreement that flood insurance is unnecessary in this area, and thus Trinidad and its surrounding State beaches are not included on the National Flood Insurance Maps. Though no flood zones are mapped in Westhaven, some areas may have potential for flooding, but it would probably be more related to a storm drainage issue. For further information, flood zones can be viewed on County of Humboldt's web GIS portal (gis.co.humboldt.ca.us/).

Fire Hazards

Trinidad is susceptible to wildfires, urban fires, and wildland-urban interface fires where the two areas meet. The California Department of Forestry and Fire Protection (http://www.fire.ca.gov/fire_prevention/fhsz_maps/fhsz_maps_humboldt.php) has mapped areas of significant fire hazards, ranging from moderate to very high, and based on fuels, terrain, weather and other relevant factors. The eastern portion of the City of Trinidad—mostly along Westhaven Dr.—and the eastern rim of the Trinidad Planning Area boundary have a high fire rating. A vast majority of the rest of the Planning Area has a moderate fire rating (Fig. 18). An alternate fire rating map exists in the Humboldt County Master Fire Protection Plan, August 2006, which is being used as the basis for the Humboldt County General Plan, and those zones are also mapped in Figure 18.

The City of Trinidad is built out and natural conditions exist primarily on the edges and bluffs. Westhaven has extensive tree, brush and grass cover and this vegetation coverage—combined the influence of wind and steep slopes—contribute to the fire hazard probability, but the relative humidity of the area is a lessening factor. The majority of Open Space zones within the City limits are not mapped at all on CAL FIRE's fire hazard map, but a small section of the Open Space zone and the entirety of the Special Environment zone are mapped with a high fire risk on the County's fire plan maps.

The Pacific Ocean to the west and the street grid in Trinidad act as a fire break within City limits. Highway 101, Scenic Road, and Westhaven Road are the major roads that contribute to fuel breaks within the Planning Area. The major fire breaks tend to run north to south, but smaller, secondary roads and streets run west-east and have the ability to break fire paths.

For the 9.9 square miles of the Trinidad Planning Area, there are two volunteer fire departments—one in Trinidad proper and the other in Westhaven. CalFire is also stationed on Patrick Point Drive and they respond to emergencies like wildland and structure fires, floods, earthquakes, hazardous material spills, and medical aids. Mutual aid agreements exist between all of the stations, continuing the agreement from the 1980s generated from a fire in Trinidad State Park that threatened residences along Underwood Drive.

Structural Fires demand immediate response from a combination of onsite and Fire Department resources in order to minimize injury and damage. Fire suppression devices such as extinguishers and sprinklers are important for initial response, reduce fire insurance premiums, and satisfy operations requirements for certain types of businesses. These devices are encouraged in new and renovated non-residential buildings and in all residential structures with more than four units, even when not required by fire and building code. Buildings near forested areas should consider using materials such as non-flammable perimeter vegetation and roofing material to prevent exposure to wild land fires. The City and Trinidad Volunteer Fire Department should continue to take an active role in reviewing new development for compliance with fire safety standards.

The City will continue to incorporate requirements to ensure that driveways, turn-arounds and other access ways have sufficient state-standard width, vertical clearance, and turn-around space for fire-fighting vehicles (osfm.fire.ca.gov/). Roadways should have an all-weather surface. Road grades should not exceed the Fire Department's maximum slope standards for emergency access. The City should maintain fire hydrant space so that no residential structure is more than 500 feet from a hydrant and no commercial structure is more than 300 feet from a hydrant. Each hydrant should have adequate fittings and be capable of providing adequate water flows to meet Fire Department standards. All buildings should have adequate lighting, street numbering, and access to ensure rapid response.

The City's water supply is provided via Luffenholtz Creek and stored in two 150,000 gallon redwood tanks as part of the filtration process. Based on the *Evaluation of Luffenholtz Creek Diversion Capacity – Trinidad Water System & Proposed Moss Minor Subdivision Project* by LACO Associates in 2009, the available creek flows in Luffenholtz Creek exceed the average and maximum day demands of the Trinidad water system. The evaluation also reported that the City also uses less than 75% of the water available during dry weather flows, implying that there is an adequate supply or storage of water for fire suppression needs. Turbidity is an issue, however. Trinidad's water treatment plant cannot process raw water during periods of elevated turbidity.

Prolonged elevated turbidity can impact the City's water supply and water reserves for emergency fire suppression (*Trinidad-Westhaven Integrated Coastal Watershed Management Plan (ICWMP)*, City of Trinidad, May 2008). The City is currently working on developing plans and obtaining funding to improve the existing water system to address the concerns noted above, particularly because turbidity standards have increased. Future water supply needs are already assessed for development in the City, especially because it is built out, but proposed subdivision projects in the Planning Area require a water supply assessment.

Westhaven has its own water supply. The Westhaven Community Service District (WCSD) is the second largest water supplier in the Trinidad Planning Area and obtains its water from local springs and a groundwater well (City of Trinidad, *Trinidad-Westhaven Integrated Coastal Watershed Management Plan (ICWMP)* (May 2008)) Water is stored in a 100,000 potable water storage tank used to supply the entire water system. The Westhaven Fire Department draws water from that supply and thus far, the water supply has been more than adequate for fire suppression needs to date.

Hazardous Materials

State of California legislation AB294B (Tanner) and Government Code Section 41500 et seq. requires that cities adhere to countywide hazardous waste management plans and apply local implementation of applicable actions of the County plan in the General Plan.

There are several sources of hazardous materials that can affect Trinidad. Fuel oil spills are a constant threat from towing, parking and operation of fleet vehicles, visitor/resident/patron parking and delivery vehicles. Business and household hazardous waste has a tendency to accumulate in and around residential areas in the form of cleaners, solvents, lubricants, paints, and adhesives. Machinery/appliance leaks from businesses or construction sites can potentially be uncontained. If these materials are not properly disposed of or recycled they present a serious threat to the health and well-being of the residents and the environment.

The State Water Resources Control Board (State Water Board), under its Resolution No. 74-28, designated certain Areas of Special Biological Significance (ASBS) in the adoption of water quality control plans for the control of wastes discharged to ocean waters. Areas to the north and south of Trinidad Head were designated as ASBS because of the fluctuating presence of bull kelp beds, *Nereocystis luetkeana*. Since 1983, the California Ocean Plan has prohibited the discharge of both point and nonpoint source waste to ASBS. The Trinidad Pier was constructed in 1946 and its Douglas-fir piles were treated with creosote and the decking was pressure treated. Creosote is composed of a mixture of chemicals that are potentially toxic to fish, other marine organisms and humans. Since construction, the pier has deteriorated, leaching chemicals into the water. However, the pier location is not listed on the current Hazardous Waste and Substance Site List at the Department of Health and Human Service, Agency for Toxic Substances & Disease Registry, or by the California Department of Toxic and Substance Control, Hazardous Waste and Substance Site List. The pier is also currently being rebuilt (2012) and will combat chemical leeching by

being constructed of cast-in-steel-shell (CISS) concrete piles and pre-cast concrete decking, respectively.

Air Quality

Emissions of pollutants from motor vehicles, industrial uses, and other sources can be injurious to people's health. Policies and programs to protect the City's air quality are included in the Circulation element.

2. Disaster Preparedness

California State Law requires that all cities and counties adopt a Comprehensive Emergency Plan. The purpose of this plan is to outline policies and procedures with respect to significant events occurring within or threatening the community which would require the deployment of extraordinary resources for the protection of life and property.

The City has an adopted *City Emergency Plan*. The purpose of this plan is to ensure that the City will be prepared to respond effectively in the event of emergencies to save lives, restore and protect property, repair and restore essential public services, and provide for the storage and distribution of medical, food, water, shelter sites, and other vital supplies to maintain the continuity of government.

State Highway 101 to the north and south, Westhaven Drive to the east and south, and Patrick's Point Drive to the north are considered evacuation routes from the planning area in the event of a major disaster. Due to the slippage potential on Scenic Drive, this road is considered only as a last resort. Stagecoach Road is not recommended for designation due to its narrow width. Trinity Street, Edwards Street, and Main Street are essential to through-City evacuation. These routes should be kept passable in major emergencies recognizing that the type and location of the disaster will determine which routes will be most needed and available for use. There are no evacuation route signs, but in the event of an emergency, Trinidad's small size makes for an obvious flow of traffic out of town.

Trinidad's street pattern is adequate for emergency vehicle access. Most streets and alleys can accommodate large emergency vehicles and have done so to date. Streets such as Pacific and Azalea are being updated in 2012 to accommodate emergency vehicles.

Since serious flooding to the north (Big Lagoon, Klamath River) and south (Little and Mad Rivers) of the planning area can effectively cut off vehicle access, large vacant lands should be designated for points of refuge or as emergency helicopter landing areas. Further, the City should coordinate its disaster preparedness planning with surrounding jurisdictions for mutual assistance.

Training in the Standardized Emergency Management System (SEMS) implementation, is necessary to receive reimbursement from the State of California for disaster response related costs. This training includes instruction about the Incident Command System (ICS), which is used to manage emergency incidents or non-emergency events.

The applications for the incident command system (ICS) include:

- Fires, hazardous materials (HAZMAT), and multi-casualty incidents.
- Multi-jurisdiction and multi-agency disasters.
- Wide area search and rescue missions.
- Pest eradication programs.
- Oil spill response and recovery incidents.
- Single and multi-agency law enforcement actions.
- Air, rail, water, and ground transportation accidents.
- Planned events (celebrities, parades, concerts).
- Private sector emergency management programs.
- State or local major natural hazards management.

Adequate shelter and continued operation of essential services, including communications, medical treatment, water delivery, fire and police services, and key transportation facilities are vital for responding to emergencies. These facilities and services need to be located and designed to withstand disaster impacts and have backup systems, such as emergency generators and water storage (including private and open water sources), that allow for their continuous operation during emergencies. These critical facilities should not be located in areas with high physical hazards. Critical facilities should be designed to be functional at peak capacity, following a magnitude 7.7 earthquake.

The Humboldt County Sheriff's Office is contracted with the City of Trinidad for police response. A possible constraint to police response may lie in adequate staffing to meet the response needs of both the existing and future population. Police response can be and is assessed at contract renewal dates.

Tsunami signs have been approved by the City for installation. Other safety hazards in the home and unpreparedness for an earthquake or other disasters can all be reduced by providing information to the general public. Hazard reduction information is particularly effective when presented in the schools. Public safety officials should continue to work with school administrators to ensure that this important information is reaching students and that frequent fire drills are conducted to illustrate appropriate disaster response at school.

3. Safety Element Policies

Hazards & Safety Policies

GOAL SAF-1: Reduce and minimize impacts of development on bluff tops and shoreline features and other areas that can contribute to hazardous conditions.

SAF-1.1 New development shall: (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard; and (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction

of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

SAF-1.2: All ocean-front and bluff top development shall be sized, sited and designed to minimize risk from wave run-up, flooding, and beach and bluff erosion hazards, and avoid the need for a shoreline protective structure at any time during the life of the development.

SAF-1.3 Limit development on the bluff face and within the bluff retreat setback because of the fragility of this environment and the potential for resultant increase in bluff and beach erosion due to poorly-sited development.

SAF-1.4 Require that development in areas with identified slope stability constraints to be subject to supervision and certified by a geologist, geotechnical engineer, or engineering geologist to eliminate or minimize hazards.

SAF-1.5 Land divisions, including subdivisions, lot splits, lot line adjustments, and conditional certificates of compliance which create new shoreline or bluff top lots, shall not be permitted unless the subdivision can be shown to create lots which can be developed without requiring a current or future bluff or shoreline protection structure. No new lots shall be created that could require shoreline protection or bluff stabilization structures at any time.

SAF-1.6 Minimize, to the maximum feasible extent, alterations to cliffs, bluff tops, faces or bases, and other natural land forms in the Coastal Zone. Permit alteration in landforms only if erosion/runoff is controlled and either there exists no other feasible environmentally superior alternative or such alterations re-establish natural landforms and drainage patterns that have been eliminated by previous development activities.

SAF-1.7 Coastal bluff management considerations address vegetation management, scenic vistas, trail maintenance, and unauthorized activities such as 'piped discharges' of stormwater runoff, disposal of grass and yard wastes over the bank, carving into bluff faces and trespassing on sensitive areas. Public education, combined with ordinance provisions, is the best method for addressing these concerns.

SAF-1.8 City and County Zoning Ordinances should require a use permit for timber harvesting (as defined in the Forest Practices Act) within or nearby unstable lands or lands of questionable stability.

Goal SAF-2: Reduce the risk of loss of life, personal injury, and damage to property resulting from seismic hazards.

SAF-2.1 The City shall utilize its Alquist-Priolo (Fault Rupture) Study Zone to identify parcels that must comply with the provisions of the State Alquist-Priolo Act and comply with conditions of project approval to mitigate for potential seismic hazards for structures.

Program SAF-2.1.3 Monitor and review existing critical, high priority buildings to ensure structural compliance with seismic safety standards.

Program SAF-2.1.4 Provide information to the public on protection or damage reduction from earthquakes.

SAF-2.2 Continue to comply with State law regarding reinforcing unreinforced masonry structures.

SAF-2.3 Require professional inspections of site development during construction on those sites specified in soils, geologic, and geotechnical studies as being prone to moderate or high levels of seismic hazard.

Program SAF-2.2.1 Require monitoring, repair, stabilization, or avoidance of active or potentially active landslides, areas of soil creep, or areas with possible debris flow as a condition of project approval.

SAF-2.4 Structures, septic tank systems, access roads, and driveways shall not be located on unstable lands, as defined by the Soils Limitations Map (Fig. 9). Structures, septic tank systems and driveways should only be permitted on lands of questionable stability (or when outside the City within 100 feet upslope of unstable lands or lands of questionable stability) if analysis by a registered geologist, or civil engineer with soils expertise indicates that the proposed development will not significantly increase erosion, slope instability or sewage system failure.

SAF-2.5 Volunteer Fire Department personnel, the California Department of Forestry, and the City and County Building Inspectors should warn property owners to inspect flues and chimneys for damage after moderate and large earthquakes prior to their use. Occupied structures that appear to have been seriously damaged should be inspected and evacuation required if they are found unsafe and until such time that the problem has been remedied.

SAF-2.6 Minimize development in areas subject to tsunami.

SAF-2.7 Except for existing harbor and public access facilities and shoreline protection structures, no new permanent structures shall be located less than 20 feet above Mean Lower Low Water.

SAF-2.8 Review development proposals to ensure that new development is not in an area subject to tsunami damage and if such development is otherwise allowable that it is designed to withstand tsunami damage.

Program SAF-2.8.1 Identify and map potential tsunami inundation zones for land use planning.

Program SAF-2.8.2 Review and update tsunami preparation response policies/practices to reflect current inundation maps and design standards, and submit these updated policies to the Coastal Commission for certification.

Program SAF-2.8.3 Allow the necessary testing to ensure the tsunami siren and other public hazard warning technology is properly functioning.

Program SAF-2.8.4 Develop a local response plan and/or participate in any regional effort to develop and implement workable response plans for distribution of information on tsunami alerts, watches, and warnings, to appropriate emergency responders and City personnel.

Program SAF-2.8.5 Develop and implement a tsunami educational program for residents, visitors, and people who work in the susceptible areas.

Goal SF-3 Reduce the risks from flooding.

SAF-3.1 Ensure adequate standards for development in the 100-year floodplain.

Program SAF-3.1.1 Maintain and update as necessary the zoning and building code standards and restrictions for development in identified floodplains and areas subject to inundation by a 100-year flood.

Program SAF-3.1.2 Ensure all development in flood prone areas meet Federal, State, and local requirements.

SAF-3.2 Continue to maintain effective storm water flood drainage systems and regulate construction to minimize flood hazards.

Program SF-3.2.1 Create a Storm Drain Master Plan.

SAF-3.3 Require, as determined by City staff, analysis of the cumulative effects of development upon runoff, discharge into natural watercourses, and increased volumes and velocities in watercourses and their impacts on downstream properties. Include clear and comprehensive mitigation measures as part of project approvals to ensure that new development does not cause downstream flooding of other properties.

Goal SAF-5 Reduce fire hazards.

SAF-4.1 To ensure urban fire safety, the City shall enforce the Uniform Building and Uniform Fire Codes (UBC & UFC) currently in effect.

SAF-4.2 Upgrades to the City's water supply system shall consider needs from future abatement purposes. Other sources of water, including open-water areas, should

be identified for fire-fighting personnel. Fire hydrant spacing and other safety features shall be considered in review of new development projects.

SAF-4.3 Review all development proposals for fire risk and require mitigation measures to reduce the probability of fire.

SAF-4.4 Continue to implement an effective and environmentally-sound vegetation management and weed abatement program.

Goal SAF-5 Protect life and property from adverse effects of the transportation, storage, treatment, and disposal of hazardous materials.

SAF-5.1 Manage activities within the City that transport, use, store, or dispose of hazardous materials in a responsible manner which protects public health and safety.

SAF-5.2 Promote the availability of safe and legal options for the management of hazardous wastes generated by businesses, households and construction sites within the City.

SAF-5.3 Promote community education and understanding of sound management practices for the storage, handling, use, and disposal of hazardous household materials.

SAF-5.4 Enforce the requirement that industrial facilities and construction sites have adequate Hazardous Materials Handling and Spill Response Plans to ensure that the goals of pollutant control are consistent with the City's public safety needs and the General Plan's water quality objectives.

Emergency Preparedness & Services Policies

Goal SAF-6 Ensure emergency preparedness.

SAF-6.1 Maintain an updated Emergency Plan.

SAF-6.2 New and renovated structures, as well as streets, driveways, and alleyways, shall be designed to provide adequate entry and exit by emergency vehicles and personnel. This includes visible street numbering, emergency vehicle turn-arounds, accessible building entry points and stairways, lighting, and interior evacuation routes.

Program SAF-6.2.1: Establish an emergency evacuation route system that assesses and indicates street identification, street widths, and grade standards for the evacuation route system for all hazards.

SAF-6.3 Work with Green Diamond Resource Company, or the current owner of the timberland to the east of the City, to provide access to residents to logging roads as an alternative route to Hwy 101 in the case of an emergency that compromises Hwy 101. (CIRC-1.9)

Goal SAF-7 Maintain effective police services.

SAF-7.1 Consider the impacts on the level of police services of large development proposals in the environmental review and planning process. (City planning suggestion)

SAF-7.2 Utilize shared resources to provide/improve police response. (ft bragg)

Program SAF-7.2.1: Periodically review police needs in the City.

Goal SF-8 Maintain an effective medical emergency response system.

SAF-8.1 Ensure that residents are provided the shortest response time available for emergency medical response.

Program SAF-8.1.1 Periodically review the emergency medical response system.

SAF-8.2 The City shall maintain a mutual aid agreement with CalFire to ensure rapid response to wildland fires within the Trinidad Planning Area.

④ Noise Readings (in dB)

--- City Boundary

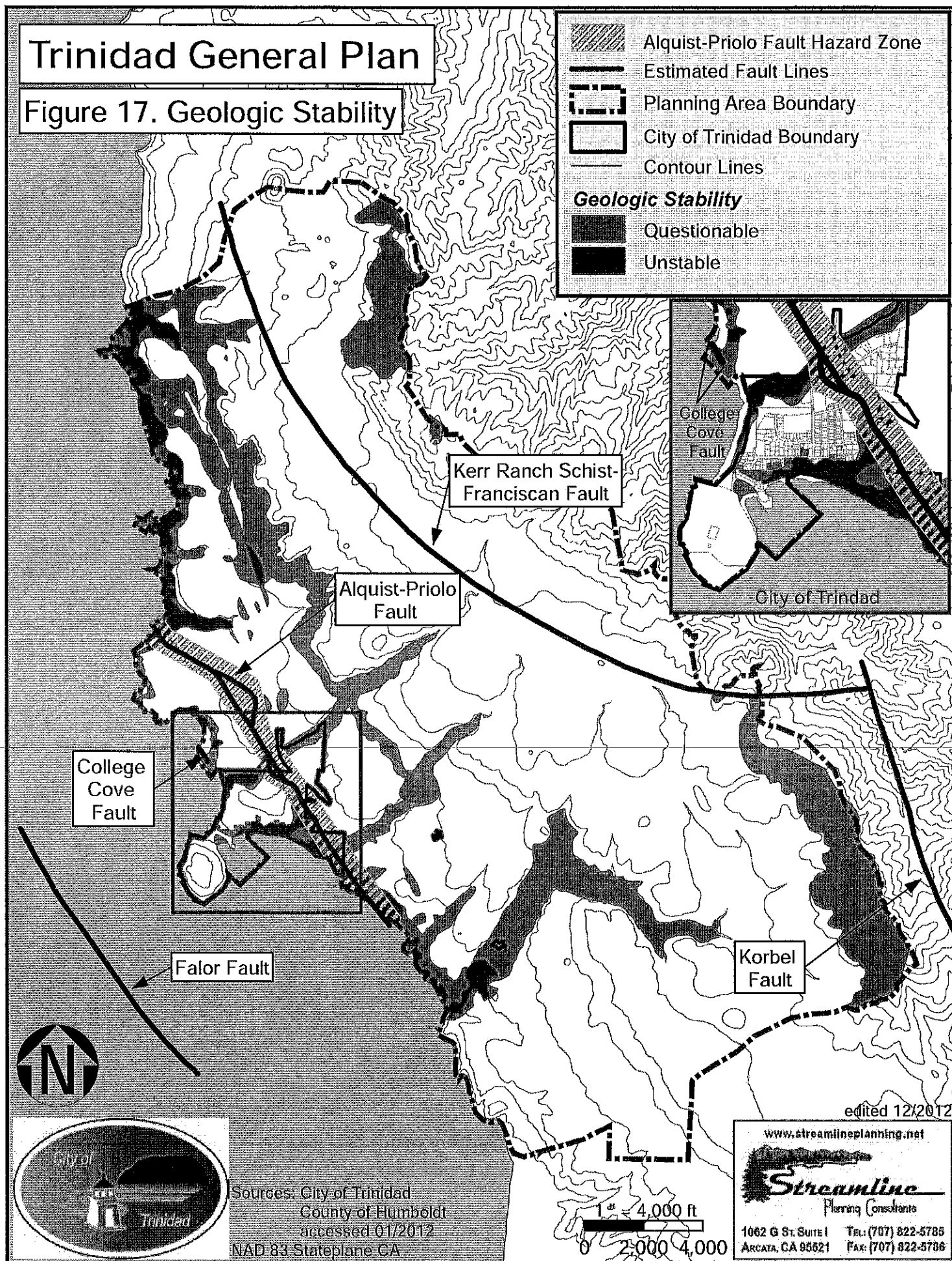


City of Trinidad Noise Readings					
	Station	Time	Reading (dB)		Notes
			Average	Max	
May 16, 2012					
	corner of Frontage Rd & Westhaven Dr	4:59pm	66	73	
	Murphy's Market (@ refrigeration units)	5:05pm	80		
	Murphy's Market (@ 80 ft south)	5:07pm	66		
	View Ave, southwest (kitty-corner) of Murphy's Market	5:06pm	55		
	Ocean Avenue (AT&T substation)	5:10pm	40		multiple bird species chattering
	Lighthouse, located on Edwards St (1 st collector)	5:15pm	49		wind calm; ocean flat
	Marine Lab (at the pumps)	5:20pm	63		pumps humming
	State Beach (parking lot)	5:24pm	60		light wind
	Seascope Restaurant	5:27pm	53		low tide; no waves; wind <5
	Chevron Station (refrigeration unit)	5:35pm	55	60	max included car noise
	Chevron Station (50 ft from propane tank)	5:37pm	64		
	Patrick's Point Dr (recycling area)	5:43pm	60	70+	max occurred during recycling activities
August 23, 2012					
	State Beach (parking lot)	6:22pm	65		high tide; ocean 5-10
	Trinidad Head - NOAA station	6:44pm	67		no wind
	Trinidad Head - NOAA station (southern) @ 150'	6:45pm	49		no wind
	Trinidad Head - NOAA station (northern) @ 150'	6:51pm	43		no wind
	Trinidad Head - cellular facility (@ gate)	6:47pm	45		no wind

Noise readings were taken on 05/16/2012 & 08/23/2012 and are taken within a meter of location unless otherwise noted.

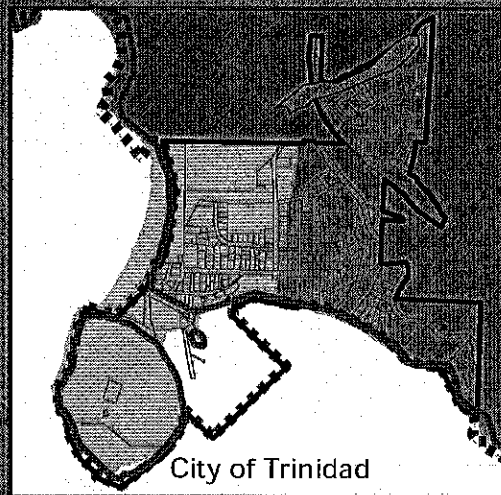
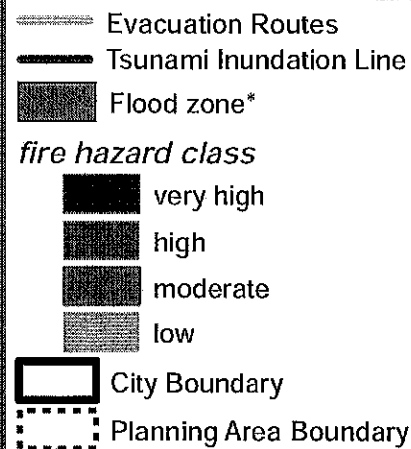
Trinidad General Plan

Figure 17. Geologic Stability



Trinidad General Plan

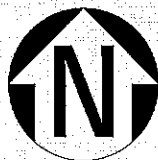
Figure 18. Hazards Map



*Flood zones were not mapped in Trinidad per an agreement between FEMA & the City. Steep banks protect Trinidad from flooding, therefore there is no need for flood insurance-and thus, mapping-through the National Flood Insurance Program. Per Humboldt County GIS files, no flooding occurs other than on Mill Creek in the Trinidad Planning Area.

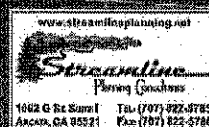


1" = 4,000 feet
 0 2,000 4,000



Sources: Humboldt County GIS
 Cal. In. Br. and Map
 CA Emergency Management Agency
 Tsunami Inundation Map 2009
 accessed 01/2012

dated 12/2012
 NAD83 StatePlane





AGENDA ITEM 4

SUPPORTING DOCUMENTATION FOLLOWS WITH: 17 PAGES

4. Continued Consideration of Request to Remove Existing Conditions and Place New Conditions on Trinidad Bay Bed and Breakfast.

DISCUSSION AGENDA

Date: January 23, 2013

Item: Continued (from November 2012) Consideration of Request to Remove Existing Conditions and Place New Conditions on Trinidad Bay Bed and Breakfast

Background: The matter of removing conditions on the Trinidad Bay Bed and Breakfast was considered and approved by the Planning Commission in July 2010 as a recommendation to the City Council based on the fact that the proposed conditions would provide a better protection against the failure of the septic system than the existing conditions. The matter was then considered by the City Council in August 2010 with a resulting action "to deny Morgan's request to have the conditions removed, and maintain the current requirements and conditions as placed on the B&B in 1985. However, if future water quality testing on the bluff yields negative septic impacts then the city may reconsider the request. Conditions will be enforced based on trust and good faith that the owner will comply. "

Mr. Morgan has requested reconsideration of the modification of the previously approved use permit to remove / alter the conditions of approval. This issue was discussed at the November Council meeting at a noticed public hearing. At that meeting, limitations on water use were being considered, including limiting monthly use and / or requiring installation of low-flow fixtures. It appears that most agree that the proposed conditions provide better protection and oversight of the septic system than the existing conditions, but that water use (and its relationship to bluff stability) has not been adequately addressed in the proposed conditions. Though it does not appear that this was an issue that was of concern in 1985 when the use permit was originally granted, it is of concern today.

With regard to the current two conditions, Planner Parker's July 2010 staff report advised as follows:

Condition (1): The condition to use a commercial linen service was not based on any real data or professional recommendation. The condition was intended to reduce the amount of water going into the system in order to reduce the workload on the system; however, there is no restriction to the property owner simply taking the laundry to his adjacent property and doing the wash there or somewhere else nearby. This does not reduce the amount of water going into the ground in general. As worded, this condition is difficult to enforce. It also does not reduce the amount or type of water or other waste going into the system from other discharges in the bed and breakfast; therefore minimal protection of the system is provided by this condition.

Condition (2): The condition to cease business if the septic system fails is covered by other laws / regulations, and the Department of Health has no issue with removal of this condition.

The Planning Commission (with concurrence from the County Health Department), determined that there are better ways to protect the system than requiring a commercial linen service. For that reason, even though the two original conditions were recommended for removal, additional conditions were recommended to be put into place. Those three conditions were:

1. The property owner shall have the septic system inspected annually during the wet weather season and the results provided to Department of Health (DEH) each year. This inspection schedule may be modified under implementation of the City's On Site Wastewater Treatment System (OWTS) Management Program with written approval from DEH.
2. The owner recognizes that if the septic system fails, steps will be taken by the City and/or DEH to rectify the situation, which will include suspension of the Use Permit or temporary closure of the business until the system is repaired to the satisfaction of DEH.
3. The next annual inspection, to occur in the upcoming wet season, shall conform to the requirements for a performance inspection under the City's OWTS Management program verifying the function of the entire system, including the leachfield and confirming the presence or absence of an effluent filter. If an effluent filter is not already installed, one shall be installed at the time of inspection.

Staff feels, with concurrence from DEH, that the above three conditions provide better protection and assurance against failure of the septic system than the existing conditions. The above three conditions are also easier to enforce. However, they do not address actual water use.

Groundwater saturation has been identified by various geologic reports and studies as a major factor in bluff stability around the City. That concern has been brought up as an issue for this business in relation to its water use. The relationship and patterns between the importation of water through septic systems and the lack of infiltration of rainwater and runoff from impervious surfaces are not fully understood. Domestic water use, particularly by any one business, has not been shown to be a direct threat to slope stability, but could be a consideration in this case. At the last meeting, the Council asked staff to work with the applicant to develop a mutually agreeable solution to limit water use at the bed and breakfast in order to address this issue.

One basis for limiting water use would be to consider the design of the septic system. Septic systems are sized and designed based on soil conditions and the type of use or number of bedrooms for residences. When sizing a residential system, DEH relies on an assumed daily water use of 150 gallons per day per bedroom. A 5-bedroom system would have to be designed to accommodate an average of 22,813 gallons per month, or 3,062 cubic feet. However, even though the system was approved for a 5-bedroom residence and for use as a bed and breakfast, it does not meet current standards for new construction, and the leach lines in particular may not long enough to provide adequate treatment for that volume of water. Therefore, that number should be considered too high.

Between July 2011 and June 2012, the bed and breakfast utilized an average of 1,915 cubic feet of water per month. This equates to approximately 2/3 of the design capacity of the septic system, which seems reasonable given its age. This is also comparable to other nearby structures: Eatery – 3,295 cu. ft.; apartments – 1,660 cu. ft.; 570 Trinity – 3,040 cu. ft.; 475 Wagner – 1,423 cu. ft.; 584 Ocean – 589 cu. ft.; 565 Trinity – 1,524 cu. ft.; 730 Edwards – 1,133 cu. ft.; 586 Hector – 291 cu. ft. Note many of the nearby residences and business have relatively high water use. Overall, the average residential water use in the City is approximately 530 cu. ft. per month.

Proposed Action: Remove the current two conditions in favor of three conditions as outlined in the July 8, 2010 staff report from Planner Parker and as restated above. Also, based on the current water use, surrounding water use, and the septic system capabilities, add a forth condition that water use on the property be limited to an average of 2,000 cubic feet per month on an annual basis.

Attachments

August 11, 2010 Council agenda report with the following attachments:

- July 8, 2010 staff report from Trever Parker
- July 5, 2010 Application Referral Form from County Health Department indicating no objection to removal of the off site laundry requirement condition.
- Proof of work done on septic system.

DISCUSSION/ACTION AGENDA ITEM X.1

Date: August 11, 2010

Item: **PLANNING APPLICATION 2010-06 REGARDING THE REQUESTED REMOVAL OF CONDITIONS ON THE TRINIDAD BAY BED AND BREAKFAST**

Background: In 1985, the Trinidad Planning Commission and the City Council approved a request to establish a bed and breakfast inn at the residence at 560 Edwards Street. The approval included two conditions, and the current owner has filed an application requesting that those conditions be removed.

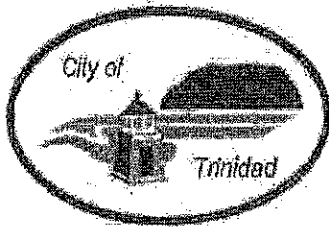
During the public review at the Planning Commission at its July, 2010 meeting, it was pointed out that, since the original approval and conditions were placed by the City Council, it would be appropriate for the current City Council to either remove, modify, or confirm the conditions that were placed in 1985.

The Planning Commission did complete its discussion of the item and agreed with the applicant to remove the conditions placed in 1985. In their place, the Commission recommended three new conditions that are included on page 6 of the attached report.

The applicant will be present to express his opinions as to these new conditions.

Staff Recommendation: Approve the applicant's request to remove the 1985 conditions, and add three new conditions as recommended by the Trinidad Planning Commission.

Attachments: Staff Report dated July 8, 2010, from Trevor Parker;
Response email from the County Health Department regarding its acceptance of removal of the 1985 conditions; and
Proof of work done on the septic system at the Trinidad Bay Bed and Breakfast since the Planning Commission meeting on 7/21/10.



Filed: July 8, 2010
Staff: Trever Parker
Staff Report: July 9, 2010
PC Hearing Date: July 21, 2010
Commission Action: Rcmd Cond'l Approval
CC Hearing Date: August 11, 2010
City Council Action:

STAFF REPORT: CITY OF TRINIDAD

APPLICATION NO: 2010-06
APPLICANT (S): Michael Morgan
AGENT: NA
PROJECT LOCATION: 560 Edwards Street
PROJECT DESCRIPTION: Modification of an existing Conditional Use Permit for the Trinidad Bed and Breakfast to remove two conditions previously placed on the original project approval in 1985 that (1) a commercial linen service must be used, and (2) that the use permit will be suspended if the septic system were to fail.
ASSESSOR'S PARCEL NUMBER: 042-101-07
ZONING: PD – Planned Development
GENERAL PLAN DESIGNATION: PD – Planned Development
ENVIRONMENTAL REVIEW: Categorically Exempt from CEQA per § 15306 of the CEQA Guidelines exempting minor alterations in land use limitations.

APPEAL STATUS:

Planning Commission action on a coastal development permit, a variance or a conditional use permit, and Design Assistance Committee approval of a design review application will become final 10 working days after the date that the Coastal Commission receives a "Notice of Action Taken" from the City unless an appeal to the City Council is filed in the office of the City Clerk within that time. Furthermore, this project is / is not X appealable to the Coastal Commission per the City's certified LCP, but may be appealable per Section 30603 of the Coastal Act.

STAFF COMMENTS:

Because of the nature of this request, most of the staff report discussion items do not apply, and so this is an abbreviated form of a staff report.

Background

The Bed and Breakfast was originally converted from a single-family residence in 1985 by previous owners of the property. According to file information, the project was rather controversial at the time, and residents were adverse to the idea of a commercial establishment in this location. Conditional Use Permits do not expire (unless written as such) and run with the land, meaning they transfer to new property owners. Only two conditions were placed on the original issuance of the Use Permit: (1) that "a commercial linen service must be used;" and (2) that "if the septic system fails, this permit shall be discontinued until the system is brought up to standards or replaced; a compliance check shall be made by the City Building Inspector." The applicant is requesting that both conditions be removed at this time. A discussion from staff's perspective is included below under 'sewage disposal.' Also see the letter submitted by the applicant for additional reasoning and support.

SITE CHARACTERISTICS:

The subject property is located on the corner of Trinity and Edwards Street. It is developed with a large, 5-bedroom residence and outbuildings that have previously been approved for use as a bed and breakfast. The site is generally flat, and access is from Edwards Street. The project will not result in any changes to the physical characteristics of the site.

ZONING ORDINANCE/GENERAL PLAN CONSISTENCY

A bed and breakfast is an allowable use with the granting of a use permit in the PD zone (§17.36.020). A use permit to run a 5-bedroom bed and breakfast was granted by the City in accordance with the certified Local Coastal Plan (LCP) in 1985. Within the PD Zone, all uses require a use permit (even a single-family home) and all use permits in the PD Zone must be approved by the City Council after a recommendation by the Planning Commission. The proposed project will not change any structures or the use of the property that would affect zoning, setbacks, etc.). This request could be considered a change in the intensity of the use, but still meets the requirements of the LCP. The Use Permit findings are included below, but they should be considered just in terms of removing the conditions, not the existing use as a bed and breakfast.

SLOPE STABILITY:

The property where the proposed project is located is outside of any areas designated as unstable or questionably stable based on Plate 3 of the Trinidad General Plan.

SEWAGE DISPOSAL:

Condition 1

When looking at all the facts surrounding the situation, this condition could be considered somewhat unreasonable. I can find no evidence that this condition was based on any real data or professional recommendation. There was quite a bit of involvement in this project from the County Division of Environmental Health (DEH), and they never had any objections (though they did have concerns) with the project, and this condition was not a recommendation of DEH. The septic system was upgraded in 1989 to add a larger tank and additional leachlines. However, it still does not meet current standards were a new system for a new business to be installed today, but is still better than it was in 1985. The system is being well maintained according to documentation submitted by the applicant showing pumping records from Steve's Septic Service. The current owner has the system pumped annually in order to protect it. The property does not appear to use significantly more water than neighboring properties. In addition, the condition was intended to reduce the amount of water going into the system, so there should be no restriction on the property owner taking the laundry to his adjacent property and doing the wash there. There would also be no restriction on the owner paying some other nearby resident to do the laundry, which would not reduce the amount of water going into the ground in general.

Although DEH did have some concerns since the system is undersized for the use, they determined that they had no objections to the removal of the condition to use a commercial laundry service as long as a record of an annual wet weather season inspection of the system is provided to DEH. In addition, the Planning Commission noted that the City's OWTS Management Program, that should be implemented some time this year, is designed to protect such systems as this, and will require its own rigorous inspection and maintenance schedule. The Planning Commission also included a condition to require that an effluent filter be installed if not already to protect the leachfield from keeping solids out of it.

Condition 2

The second condition placed on the project that the business must cease if the septic system fails is covered by other laws. If the system were to fail the County Division of Environmental Health (DEH) would take immediate enforcement action. This situation is also covered by the City's recent OWTS Management Program ordinance. I don't see how the condition adds any more protection or enforcement ability since other mechanisms are already in place. However, this condition was a recommendation of the DEH as part of the referral process for the use permit processing in 1985. Conditions may have been different then and the County did not have as many options for enforcement. But at this point, the DEH has no issue with removing this condition.

LANDSCAPING AND FENCING:

There is no landscaping or fencing associated with this project.

DESIGN REVIEW / VIEW PROTECTION FINDINGS:

Because the project will not alter any structures, and will not change the topography of the site by more than 2 feet, no Design Review is required.

USE PERMIT FINDINGS:

The following findings, as may be revised, are required in order to approve this project. As usual, the findings are written in a manner to allow approval of the project, but if the Planning Commission disagrees with any of the findings, or public testimony presents conflicting information, then the findings should be reworded accordingly.

- A. *The proposed use at the site and intensity contemplated and the proposed location will provide a development that is necessary or desirable for and compatible with the neighborhood or the community.* Response: The use of the site as a bed and breakfast has already been established. The removal of the conditions relating to the septic system will not alter the use.
- B. *Such use as proposed will not be detrimental to the health, safety, convenience, or general welfare of persons residing or working in the vicinity or injurious to property improvements or potential development in the vicinity with respect to aspects including but not limited to the following:*
 - 1. *The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;* Response: There is no evidence that utilizing the existing septic system for laundry will adversely affect the function of the system.
 - 2. *The accessibility of the traffic patterns for persons and vehicles, and the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;* Response: The proposed project will not affect traffic or parking.
 - 3. *The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;* Response: The proposed project will not involve any emissions. Other legal safeguards are already in place to protect public health and the environment should the OWTS fail or malfunction.
 - 4. *Treatment given, as appropriate, to such aspects as landscaping, screening, open space, parking and loading areas, service areas, lighting and signs;* Response: The proposed removal of conditions will not affect any of these items.
- C. *That such use or feature as proposed will comply with the applicable provisions of this title, will be consistent with the policies and programs of the general plan*

and will assist in carrying out and be in conformity with the Trinidad coastal program. Response: As discussed above, under the Zoning Ordinance / General Plan Consistency section, the proposed project can be found to be consistent with the City's Zoning Ordinance, General Plan and Local Coastal Program.

- D. *That the proposed use or feature will have no significant adverse environmental impact or there are no feasible alternatives, or feasible mitigation measures, as provided in the California Environmental Quality Act, available which would substantially lessen any significant adverse impact that the actions allowed by the conditional use permit may have on the environment.* Response: Removal of conditions is exempt from CEQA per § 15305 of the CEQA Guidelines exempting minor alterations to land use limitations.
- E. *When the subject property is located between the sea and the first public road paralleling the sea or within three hundred feet of the inland extent of any beach or of the mean high tide line where there is no beach, whichever is the greater, that:* Response: The project is not located between the sea and the first public road, therefore the following findings are not applicable.
1. *The development provides adequate physical access or public or private commercial use and does not interfere with such uses.*
 2. *The development adequately protects public views from any public road or from a recreational area to, and along, the coast.*
 3. *The development is compatible with the established physical scale of the area.*
 4. *The development does not significantly alter existing natural landforms.*
 5. *The development complies with shoreline erosion and geologic setback requirements.*

PLANNING COMMISSION RECOMMENDATION:

Based on the above analysis, the project is consistent with the City's Zoning Ordinance and General Plan and other policies and regulations, and the necessary findings for granting approval of the project can be made. The Planning Commission agreed with staff's recommendation and found that the Use Permit Findings could be made, and recommended conditional approval of the project with the following motion:

Based on application materials, information and findings included in this Staff Report, and based on public testimony, I move to adopt the information and required findings in this staff report and recommend that the City Council approve the project as conditioned herein.

CONDITIONS OF APPROVAL

1. The property owner shall have the septic system inspected annually during the wet weather season and the results provided to DEH each year. This inspection schedule may be modified under implementation of the City's OWTS Management Program with written approval from DEH.
2. The owner recognizes that if the septic system fails, steps will be taken by the City and /or DEH to rectify the situation, which may include suspension of the Use Permit or temporary closure of the business until the system is repaired to the satisfaction of DEH.
3. The next annual inspection, to occur in the upcoming wet season, shall conform to the requirements for a performance inspection under the City's OWTS Management program verifying the function of the entire system, including the leachfield and confirming the presence or absence of an effluent filter. If an effluent filter is not already installed, one shall be installed at the time of inspection.

Attention - Pat Morales

APN: 042-101-07
DATE: July 5, 2010
APPL # 2010-06

APPLICATION REFERRAL FORM

FROM: Trevor Parker, City Planner
Phone: (707) 822-5785; FAX: (707) 822-5786; email: treven@streamlineplanning.net

TO: ☐ City Engineer ☐ Building Inspector
☒ Co. Health Department ☐ CA Coastal Commission
☐ CA Department of Fish and Game ☐ U.S. Army Corps of Engineers

RE: ☐ Design Review ☐ Variance
☒ Use Permit ☐ Minor/Major Subdivision
☐ Other

DATE NEEDED BY: July 14, 2010 (Please call if comments cannot be prepared by this time.
Otherwise it will be assumed that you recommend approval. Please send comments to Trevor Parker, City
Planner at STREAMLINE Planning Consultants, 1062 G St, Suite I, Arcata, CA 95521)

APPLICANT: Mike Morgan

PROJECT LOCATION: 560 Edwards Street, Trinidad, CA

PROJECT DESCRIPTION: Modification of an existing Conditional Use Permit for the Trinidad Bay
Bed and Breakfast to remove a previous condition placed on the original project approval in 1985 that all
laundry must be done off-site.

CEQA STATUS: ☒ EXEMPT ☐ NEGATIVE DECLARATION ☐ EIR

APPEALABLE TO THE COASTAL COMMISSION? ☒ YES ☐ NO

TO BE COMPLETED BY RECIPIENT

CHECKLIST OF ITEMS NEEDING TO BE ADDRESSED: ☐ NONE

- | | | |
|---------------------------------------|--|--|
| 1. <input type="checkbox"/> ZONING | 7. <input type="checkbox"/> SETBACKS | 13. <input type="checkbox"/> CREEKS, WETLAND |
| 2. <input type="checkbox"/> WATER | 8. <input type="checkbox"/> SIDEWALKS | 14. <input type="checkbox"/> SURVEYS |
| 3. <input type="checkbox"/> SEPTIC | 9. <input type="checkbox"/> GRADING | 15. <input type="checkbox"/> ST. LIGHTING |
| 4. <input type="checkbox"/> ELECTRIC | 10. <input type="checkbox"/> DRAINAGE | 16. <input type="checkbox"/> HAZ. MATERIALS |
| 5. <input type="checkbox"/> ACCESS | 11. <input type="checkbox"/> ENCROACHMENT | 17. <input type="checkbox"/> PUBLIC SAFETY |
| 6. <input type="checkbox"/> EASEMENTS | 12. <input type="checkbox"/> VEG. CLEARING | 18. <input type="checkbox"/> POLICE CONCERNS |

19. ☐ OTHER

PROPOSED CONDITIONS OF APPROVAL, COMMENTS & RECOMMENDATIONS:

7/15/10 DEH HAS NO OBJECTION TO THE AFORESAIDED MODIFICATION
UNDER THE CONDITION THAT A RECORD OF AN ANNUAL INSPECTION
OF THE SEPTIC SYSTEM IS PROVIDED TO THE DIVISION OF ENV. HEALTH

COMMENTS CONTINUED: ☐ ON REVERSE SIDE ☐ ATTACHED ☐ NONE



#1 IN THE #2 BUSINESS!

1810 Murray Road
McKinleyville, CA 95519

Invoice

Date	Invoice #
6/1/2010	9154

Bill To
Trinidad Bed & Breakfast
P.O. Box 849
Trinidad, CA 95570-0849

P.O. No.	Terms	Due Date	Location
	Net 15	6/16/2010	

Serviced	Item	Description	Qty	Rate	Amount
6/1/2010	Pump Septic-C	Pump 1500 gallons from septic tank		600.00	600.00
6/1/2010	Discounts			-25.00	-25.00

TERMS: A Finance Charge of 1.5% per month (18% per annum) will be charged on past due accounts.

Total	\$575.00
Payments/Credits	\$0.00
Balance Due	\$575.00

Phone #	Fax #	E-mail
(707) 839-2270	(707) 839-2112	ss11c2112@sboglobal.net



#1 IN THE #2 BUSINESS!

1810 Murray Road
McKinleyville, CA 95519

Invoice

Date	Invoice #
8/3/2010	8996

Bill To
Trinidad Bed & Breakfast P.O. Box 849 Trinidad, CA 95570-0849

P.O. No.	Terms	Due Date	Location
	Net 30	9/2/2010	560 Edwards Street Trinidad

Serviced	Item	Description	Qty	Rate	Amount
8/3/2010	20" Lid-Plastic	20" Round Riser Lid	4	20.00	80.00T
8/3/2010	Riser-6x20	6" High x 20" Diameter Riser	4	20.00	80.00T
8/3/2010	4" Effluent Filter	4" Effluent Filter w/ T-Baffle Housing	1	45.00	45.00T
8/3/2010	Couple PVC S&D 4"	Couple PVC S&D 4" HxH	1	25.00	25.00T
8/3/2010	Misc. Fittings	Bags of Hydraulic cement	5	20.00	100.00T
8/3/2010	Materials-Septic NIP	Quick Concrete	2	10.00	20.00T
8/3/2010	Labor	Repair outlet pipe to install filter		145.00	145.00
8/3/2010	Labor	Water test; repaired crack on gray water tank		180.00	180.00
		Sales Tax		8.25%	28.88

TERMS: A Finance Charge of 1.5% per month (18% per annum) will be charged on past due accounts

Total	\$703.88
Payments/Credits	\$0.00
Balance Due	\$703.88

Phone #	Fax #	E-mail
(707) 839-2270	(707) 839-2112	ssjle2112@shcglobal.net



#1 IN THE #2 BUSINESS!

1810 Murray Road, McKinleyville, CA 95519
(707) 839-2270 / Fax: (707) 839-2112
E-mail: sssllc2112@sbcglobal.net

Onsite Wastewater Treatment System Inspection Report

Jason

Ordered by Whom: Trinidad Bed-Breakfast Date/Time Scheduled: 8/3/10 9am

Send Copy to: Sam

Fax to: _____

Site Address: 560 Edwards
Street
Trinidad

Billing Address: _____

P.O. Box
849
Trinidad

Phone: 845-9090

Phone: 677-6840

A. General Information: (Obtain as much as possible when inspection ordered)

- 1.) Age of wastewater treatment system: ? years.
Was a Homeowner Questionnaire completed? ☐ Yes ☐ No
☐ Water softener ☐ Garbage disposal ☐ Whirlpool bath ☐ Cleaning service
In-Home Business: type _____
Flow Meter: _____

- 2.) Number of people occupying dwelling: Currently: _____ Anticipated: _____
If currently unoccupied, for how long has it been vacant? _____ months

- 3.) Number of bedrooms in dwelling: _____
Design: _____ Listing: _____

- 4.) Has there ever been a backup in the house? ☐ Yes ☐ No

- 5.) List any known repairs made to the system: _____

- 6.) Has the system recently been inspected by others? ☐ Yes ☐ No

- 7.) Is there a service contract for system components? ☐ Yes ☐ No

Company: _____

- 8.) Date the treatment tank last pumped: _____ ☐ Never to my knowledge

At what frequency?: _____ Company: _____

The above information is true to the best of my knowledge.

Owner _____

Date _____

B. System Type

1.) Components of Wastewater Treatment System (complete as necessary)

Pretreatment Unit 1: _____ [1200] [gallons or gpd]

Pump: Pump Tank 1: _____ / _____ gpm/tdh [_____] [gallons]

Pretreatment Unit 2: _____ [800] [gallons or gpd]

Pump: Pump Tank 2: _____ / _____ gpm/tdh [_____] [gallons]

Grey Water

Soil Treatment Unit: Leach [?] [square feet]

Additional Components:

3.) Gray-water run-off or drainage system?

☐ None ☐ Surface ☒ Subsurface Discharge

Comments:

Pasted water TEST OK!

C. Evaluation Procedures: (Check the appropriate boxes)

Locate, access and open the septic tank cover

☒ Yes ☐ No

If at grade, is the cover "secure?"

☒ Yes ☐ No

Can surface water infiltrate into the tank?

☐ Yes ☒ No

Any indicators of previous failure?

☐ Yes ☒ No

Inspect lid, inspect level, measure sludge and scum, check effluent screen

☒ Yes ☐ No

Run an operation test

☐ Yes ☐ No

Gallons added in the test 300 gallons Both Tanks

If applicable, pump out primary treatment tank

☐ Yes ☒ No

Listen and observe for backflow into the tank from the outlet pipe

Comments: Sealed & Repaired & Installed Reverse Filter

Caution: Do not pump treatment tank if there is evidence of a malfunction in any portion of the system.

Inspect the condition of the primary treatment tank Repaired

☒ Yes ☐ No

(i.e. cracks, infiltration, deterioration or damage) CRACK IN GREY WATER TANK

Inspect the integrity of the inlet and outlet baffles

☒ Yes ☐ No

(i.e. deterioration or damage)

Does the system contain a dosing or pump tank, ejector or grinder pump?

☐ Yes ☒ No

If so, did you check integrity of the tank (cracks, infiltration, etc?)

☐ Yes ☒ No

Is the pump elevated off the bottom of the chamber?

☐ Yes ☒ No

Does the pump work?

☐ Yes ☒ No

If there is a check valve, is a purge hole present?

☐ Yes ☒ No

Is there a high water alarm?

☐ Yes ☒ No

Does the alarm work?

☐ Yes ☐ No

Do electrical connections appear satisfactory?

☐ Yes ☐ No

Did you clean the pump tank?

☐ Yes ☐ No

Probe the soil treatment area

☒ Yes ☐ No

check for excessive moisture, odor and/or effluent

Type of Distribution:

☒ Gravity

☐ Pressure

Is There:

Any indication of a previous failure?

☐ Yes ☒ No

Seepage visible on the lawn?

☐ Yes ☒ No

Lush vegetation present?

☐ Yes ☒ No

Ponding water in the distribution media?

☐ Yes ☒ No

Even distribution of effluent in the field?

☒ Yes ☐ No

Determine approximate distance between water well and soil treatment area.

Approximate distance is 6m. water feet.

Explain answers as necessary:

Both are old systems BUT working good!
Filter on 1200 TANK need cleaning once a year.

D. Sketch of System

For reproducible results, show dimensions from structures that will not change, such as corners or the house. Show details, such as the rod, in relation to the house to get the correct orientation. Show all located components.



E. Checklist Summary

- 1.) Pretreatment Unit 1 is in ☒ Acceptable ☐ Unacceptable condition.
Pretreatment Unit 2 is in ☒ Acceptable ☐ Unacceptable condition.
Comments:
- 2.) Soil Treatment area is in ☒ Acceptable ☐ Unacceptable condition.
Comments:
- 3.) Pump and pump tank is in ☐ Acceptable ☐ Unacceptable condition.
Comments:

F. Disclaimer

Based on what we were able to observe and our experience with onsite wastewater technology, we submit this Onsite Wastewater Treatment System Inspection report based on the present condition of the onsite wastewater treatment system. Steve's Septic Service has not been retained to warrant, guarantee, or certify the proper functioning of the system for any period of time in the future. Because of the numerous factors (usage, soil characteristics, previous failures, etc.) which may effect the proper operation of a wastewater treatment system, this report shall not be construed as a warranty by our company that the system will function properly for any particular buyer. Steve's Septic Service DISCLAIMS ANY WARRANTY, either expressed or implied, arising from the inspection of the wastewater treatment system or this report. We are also not ascertaining the impact the system is having on the environment.

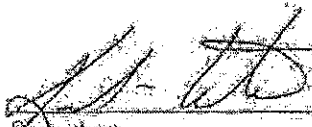
**STEVE'S
SEPTIC
SERVICE**

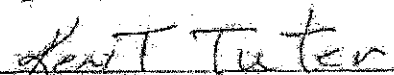
#1 IN THE #2 BUSINESS!

1810 Murray Road, McKinleyville, CA 95519

(707) 839-2170 / Fax: (707) 839-2112

E-mail: sssllc2112@sbcglobal.net


Signature


Print Name